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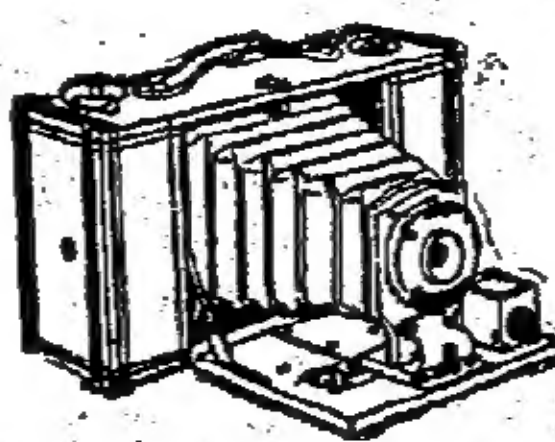
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[910]

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[a213] THE MANAGER

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[a1004]



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HONGKONG OFFICE: 10A, DES VORST ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, OCTOBER 17TH, 1910.

It is now nearly a fortnight since Reuters startled the public in this part of the world with the information, derived from Washington, that American officials in the Far East had reported the situation in China to be critical and that an outbreak of "Boxerism" would not be surprising. There had been nothing just previously, nor has there been since, anything in the situation to warrant alarm, and now it turns out that the American officials in the Far East are not responsible for these statements. An official communique published in the northern papers states that "the American Legation in Peking is in receipt of advice from the Department of State that it is in utter ignorance of the source of the recent rumours regarding an alleged unsettled state of affairs in China, and has, moreover, repeatedly denied that it had received information of any nature which might warrant such disquieting reports." We learn from a Peking contemporary that a few days before this sensational news was received a report was made to the Waiwupu of an alleged anti-Christian outbreak in Szechuan, and it was said that two American missionaries had been killed. Telegrams were at once dispatched by the Waiwupu to the Viceroy of the Province calling for a report on the alleged uprising, and our Peking contemporary states that after the most careful inquiries, addressed not only to the Chinese officials but to the

American Consul at Chengtu and to missionaries in the Province, it was found by the Viceroy that the report was entirely without foundation, and that every missionary was safe. This story supplies the key of the mystery. The rumour was no doubt communicated to Washington before the investigation was made, and the New York journalists have drawn upon fertile imaginations for the rest of the story about the critical character of the general situation in China and the possibility of an outbreak similar to that of the Boxers in 1900. Once circulate a suggestion of this kind and it is not easy to eradicate it from the public mind. Greater attention centres at once on all the small indications of disorder, and in China these are many and various, especially in South China, where the people—in the Two Kwang provinces especially—have earned an unenviable reputation for turbulence. Many things have combined to suggest the idea that if Boxerism is to rear its dragon's head in China again the scene of the events is likely to be in the neighbourhood of Canton; but although piracy appears of late to have been more rife in the West River than for many years past, though robberies and kidnappings appear more common, and strife among the clans more acute, the idea that South China will before very long be the scene of a rebellious outbreak is scouted and ridiculed by all well-informed Chinese to whom we have mentioned the suggestion. It is true that one or two Hongkong Chinese newspapers published in the interests of revolutionary reform in China have been commenting on the revolution in Portugal in such a way as to suggest that a revolution in China could be accomplished with equal facility, but these papers are prohibited from circulating in China, and, though the revolutionary organisation of which Dr. Sun Yat Sen is the leading spirit is still active, it is half so strong as it was ten years ago. It has no longer the same *raison d'être*, for the Government at Peking has adopted practically the Society's whole scheme of reform short of a change of dynasty, and it is the opinion of competent Chinese observers that this has knocked the bottom out of the revolutionary movement. But until peace and order are much more securely established in the Two Kwang than is the case at the present time, these provinces will continue to be regarded as an unguarded powder magazine liable to explosion at any minute.

Amended regulations with regard to the Queen's and Wongneichong. Recreation grounds are published in the Government Gazette.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 13 of 1910, entitled—An Ordinance to amend the Young Persons Ordinance, 1909.

It is announced in the Gazette that the Governor-in-Council has appointed the Government Hospital at Kennedy Town to be a Leprosy Asylum for the segregation and treatment of lepers.

A Chinese who was arrested while descending the waterpipe of a house in Des Vaux Road was sentenced by Mr. J. R. Wood at the Magistracy on Saturday to six weeks' imprisonment with hard labour and four hours' stocks.

A boatman who concealed the number of his vessel, while 12th. of bark, and trespassed on the premises of the Hongkong and Whampoa Dock Co., was ordered by Mr. J. R. Wood at the Magistracy on Saturday to pay a fine \$10.

Messrs. Ellis & Ellis of Hongkong in their Weekly Rubber Share Circular say:—The movement in the Rubber Share Market during the week has been somewhat erratic. In sympathy with an advance in the price of the raw product from 5s. 9d. to 7s. early in the week, all leading shares bound up only to drop again when the price for Fine Hard Para came lower subsequently. Over the balance for the week, however, prices, speaking generally, show a slight improvement. The closing quotation for Rubber is 6s. 3d. per lb.

## ACCIDENT TO MR. H. J. GEDGE.

While competing in the tent-pegging event at the Gymkhana on Saturday Mr. H. J. Gedge (of Messrs. Johnson, Stokes & Master, solicitors) met with a nasty accident. In the second try of his team Mr. Gedge ran his spear through the peg into the earth. As his pony was travelling at a fair speed he was unable to extricate the spear, but he clung to the half-and as a result was thrown over the head of the pony and trampled on by the animal. It was fortunate for Mr. Gedge that he was wearing a helmet at the time, for there can be no doubt that this saved him from considerable injury. As it was he was badly cut about the face, and suffered considerably from a severe twist of the neck. After the fall he lay stunned for a while on the course. The Hon. Dr. Atkinson, after carefully examining Mr. Gedge, was able to set the anxiety of his friends at rest by informing them that he had received no serious injury, and that he would be quite well in a day or two. Mr. Gedge, after a few minutes, was assisted to his feet and supported by two friends was able to walk off the course.

## "BEDFORD" RELIEF FUND.

ENTERTAINMENT IN THE CITY HALL.

It was only to be expected that the entertainment promoted in order to swell the funds for the Bedford relief fund would be well attended. Philanthropic and patriotic motives inspired many who would not otherwise have been attracted by the entertainment, excellent as it was, and the general feeling of regret at the disaster and sympathy for the sufferers which it occasioned ensured a hearty response to the efforts of the public-spirited gentlemen who undertook the duties of raising funds to assist the distressed dependents of the victims of the disaster. The entertainment, which took place in the City Hall, was of a very high order. Most of the local artists offered their services, and a programme of more than ordinary merit was submitted.

The band of the Buffs appealed to the large audience with their exquisitely rendered selections, and hearty applause greeted their performances. A good impression was created by Mr. R. E. White with his spirited rendering of "The Young Royalist," and Mr. G. P. Lamont added to his popularity by his pleasing interpretation of "Nirvana," while Mrs. Schofield was heard to advantage in the "Indian Desert Song." Mr. R. Sutherland was as funny as ever. A Hongkong and once-over-the-hill sketch, which was very funny, did not satisfy his hearers. He played several tunes with an instrument on his nose, a performance which provoked little amusement. Mrs. Edwards' violin solo was enjoyed by the large body of music lovers, and Mrs. Gordon's rendering of "My ain folk" took the house by storm, and an encore had to be given. Mr. Frank Austin sang "The Border Ballad" very effectively, and the first part of the programme concluded with a gymnastic display by men of the U.S.S. Wilmington. This graceful compliment by the young men of another country was highly appreciated, and the men met with a most cordial reception.

The second part of the programme was opened by the band, after which Mr. E. Abney gave "My Dreams," a song admirably rendered. He, too, had to respond to an encore. "Exquisite" was Mrs. Maitland's singing of "Angels guard thee," and Mrs. Webb was well received for her "Songs at the Piano." The programme concluded with the performance of "The Change-liege," a comedy in one act, the parts in which were taken by Mr. Tester (George Henshaw), Miss Benbow (Mrs. Henshaw), and Lieut. Roseman, R.N. (Ted Stokes). The bulk of the work fell on the two first-named, and they certainly acquitted themselves well, bringing out the comedy of the piece very cleverly.

The accompanists were Miss Dorothy Gordon, Miss Page, Messrs. Grimble, Chapman and Donne.

It should be added that the hall was beautifully decorated. The approach was embellished with ferns and greenery, while the interior was quite transformed by means of ferns and palms and the introduction of flags.

The programme for to-night's concert is appended:

Overture "Oboron" ... Band of The Falls.  
Song "I'll Sing Thee Song of Army" ... Mr. E. Abney.  
Song "Madrigal" ... Mrs. Schofield.  
Song "Song from 'The Garden of Life'" ... Mr. F. Austin.  
Song "The Sweetest Flower That Grows" ... Mrs. Maitland.  
Violin Solo "Romance (Wien's waltz)" ... Mrs. Edwards.  
Duet "In Spring Time" ... Mr. E. Sutherland.  
Duet "I wish I were a Tiny Bird" ... Dr. & Mrs. Schofield.  
Song "Life" ... Mrs. Gordon.  
Song "Convi Ho's Coloured Band" ... Lieut. Roseman, R.N.  
1st. Corp. Penta, Pte. Callier & Pte. Tester.

Selection, "The Arcadians," Band of The Buffs.  
Song "Visions of Hope" ... Mr. G. Lamont.  
Song at the Piano ... Mrs. Webb.  
Song "Come Away" ... Mr. W. G. Worcester.

"THE CHAMBERLAIN"  
A Comedy in One Act, by W. W. Jacobs.  
George Henshaw ... Mr. F. Tester.  
Mrs. Henshaw ... Miss Benbow.  
Ted Stokes ... Lieut. Roseman, R.N.  
Stage Manager ... Mr. G. H. Barton.  
Accompanists—Miss Dorothy Gordon, Mr. D. J. Donne, Mr. E. J. Chapman & Mr. G. Grimble.

## CORRESPONDENCE.

CANTON INSURANCE OFFICE, LIMITED, AUDIT.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

DEAR SIR,—I have read the report of the Canton Insurance Office, Limited, appearing in the evening papers of Saturday last, and it appears to me that if the reference made by the Chairman to my recent public criticism of the published accounts of the Company and of the qualifications of one of the auditors is all either of them is able to make, then I agree with them that my letter was as disagreeable as facts often are.

I may add that it is usually considered no credit can attach to the shareholders' auditors, by support from the chair, and, in this case, more so when one realises the position the Chairman holds as the official representative of the General Agents, whose transactions with the Company it is part of the auditors' duty to challenge.

Thanking you in advance for the kind insertion of this letter, which I trust will be of some public interest, I am, dear sir, yours faithfully,

A. R. LOWE,

Chartered Accountant.

Hong Kong, 17th October, 1910.

Mr. W. McDermott Farr, late Commissioner of Customs, Kowloon, is now staying at the Astor House, Tientsin.

## THE VISIT OF MR. R. P. SCHWERIN.

THE CHINESE BANQUET.

Mr. R. P. Schwerin, the Vice-President and General Manager of the Pacific Mail Steamship Company, brings his stay in Hongkong to a close to-day and proceeds to Manila by the steamer *Siberia*. Mr. Schwerin has been royally entertained during his stay here and has naturally made the most of his opportunities to advance the interests of the steamship company with which he has been, so long prominently identified and American trade interests with China generally. On Friday night a grand banquet was given in his honour at the Tung Tin Lau Restaurant, attended by about 150 prominent Chinese merchants and about a score of American and European ladies and gentlemen. Mr. Qian Kai, comprador of the Pacific Mail S.S. Co., who had arranged the banquet, presided, and was supported on his right by Mr. R. P. Schwerin, the principal guest, and on his left by Mr. G. E. Anderson, the U.S. Consul-General. Other guests included Mrs. Sydney Smith and Mr. Sydney Smith, jun. (of Los Angeles), Mrs. Jordan, Mr. and Mrs. W. Dickson, Mrs. E. Oxenford, Mr. and Mrs. Ehrenfels, Major and Mrs. Eastwick, Mr. and Mrs. G. Tisdall, Captain A. Zeehor, Messrs. A. E. Carlson, U.S. Vice-Consul, B. C. Howard, Fred J. Halton, S. D. Marshall, B. A. Hale, F. Hicks, G. T. Lloyd, C. B. King, F. Frick, W. C. Banner, Tam Tze Kong, Ho Kom Tong, Yang Yik Ting, Ng Sia Sang, Kwun Suen Tin, Ho Chao Lam, Ho Des Sang, Ng Hon Chee, Kwok Yam Kai, Chan Look Chuen, Yee Sin Tin, Chia Yam Chee, Hoo Gue Yuen, Chan Yee Hee, Lee Yik Tong, Ng Yu Ting, Ng Yee Champ, Wong Book Chuen, Yee Bun Sun, Lam Yau Cheung, Cha Chow Tam, Mak La Ting, Chan Min Lau, Lau Kung Yu, Young Kwong Hung, Ma Ying Bue, Cheung Sing Kai, Ho Fung Yow, Tam Kai Ng, Chew Hock, Louis Dow Bun, Kwok But Ting, Jung Moi Chor, Ngan Hung Po, Leung Hock Lam, Moy Hock Wan, Tang Goo Ngan, Kwok Kuan Moy, James Chue, and many others.

At the top end of the room was a large floral decoration bearing the words "Welcome to Mr. R. P. Schwerin," and what with festoons of flowers and a profusion of floral decorations on the table, to say nothing of the banquets, the scene looked very pretty indeed. Chinese instrumentalists and singing girls were in attendance, and Mr. Schwerin, who had to make two or three speeches in the course of the evening, expressed in each the great pleasure the entertainment had given him.

The menu was as follows:—  
Avail Soup with Macaroni  
Shark's Fin with Mixed Chicken  
Roast Chicken  
Garumai Roll  
Fried Rice Birds with Green Peas  
Roast and Boiled Pigeon's Eggs  
Roast Pigeon  
Crab Soup with Green Peas  
Fried Chicken  
Fried Chicken and Ham  
Shrimps  
Sweet Bird's Nest  
Sweet Lily-nut Tea  
Pudding and Cake à la Tientsin  
Melon Seeds and Almonds  
Fruit in season  
Rice  
Lucky Soup

The toast list was commenced about eleven o'clock with toasts of "The King of England," "The President of the United States," and "The Emperor of China," after which the CHAIRMAN, in a happy little speech in English, proposed the toast of "Our Guest," saying that they felt greatly honoured at having the opportunity to welcome Mr. Schwerin.

Mr. Schwerin, after saying how thoroughly he was enjoying the evening, said he had the pleasure to represent a Company which since the year 1867 had undertaken communication for the benefit of all present, their fathers and their grandfathers. He considered it a great honour to be with them that night and to be entertained by such a host as Mr. Qian Kai. There was, he said, no better emblem of national friendship than the Stars and Stripes and the Dragon. (Applause.) No matter what was said in California, the people there recognised that the Chinese were responsible for building the first trans-continental railroad and the development of California. (Applause.) Mr. Huntington, who was a personal friend of his, had told him that but for the help of the Chinese the Central Pacific Railway could never have been built, and this great work must be a source of pride to all Chinese. It was the earnest desire of the Company which he represented to cement the trade relations between China and America. The Pacific Mail Company had given them the largest ships on the Pacific Ocean and they proposed to build two larger ships. He wanted to change the whole Asiatic quarters of the Company's ships so that the Chinese would be so satisfied that they would not even want a singing girl there. (Laughter.) In conclusion he repeated how greatly he appreciated the courtesy and friendship expressed in that banquet in his honour.

Speaking later in the evening Mr. SCHWERIN said he brought a message from the United States that America desired the closest possible relations with China, and he asked them to disregard the political situation and believe that the great body politics of the United States were friends of China; that America was the friend of China in need, requirement or distress, just as China was the friend of the United States. In conversation only two months ago President Taft expressed to him his desire above all things for the friendship and best possible commercial relations with China. (Applause.) Mr. Schwerin went on to say that in a few days Hongkong would be visited by a body of gentlemen from America desirous of cementing their business relations

with China, and he wished to assure the merchants present that America would welcome similar commercial deputations from China. (Applause.) By such commercial intercourse and acquaintance they were bound to form a better opinion of each other. Speaking as an American citizen he said it made no difference whether the communication with America was by British, Japanese or American ships, so long as there was a prosperous connection between China and America, but speaking as the representative of the Pacific Mail Steamship Co., he hoped that his own company might always command the bulk of the trade. (Laughter and applause.)

The CHAIRMAN gave the toast of the Consul-General of the United States, and Mr. ANDERSON, in a brief reply, said his message to them was one of good-will and interest. Without easy, rapid and satisfactory means of communication there could be no close interests and no close communion. And anything that worked to that and was a friend to each nation and a benefit to humanity. He wished good-will from all of them to this American line of ships as a friend to all present. And personally he wished to assure them all that so far as he represented American interests in Hongkong it was for their benefit as well as for America's. (Applause.)

Mr. HO KOM TONG, in proposing the health of the foreign friends present, remarked that America had been a consistent friend to China. Other speeches were made by Mr. Fred J. Halton, and several Chinese gentlemen, and Mr. Schwerin and his friends left the restaurant at midnight amid the noise and smoke of a string of "ten thousand crackers" suspended from the roof to the roadway.

## WEDDINGS IN HONGKONG.

POWELL-TIMINS.

Captain Dacre Hamilton Powell, of the 105th Maharajas (son of the Ven. Archdeacon of Cork and Mrs. Powell), and Miss Violet Charlotte Edith Timins (daughter of Mr. H. C. A. Timins, of Peeble Hall, Limerick, Surrey) were married at St. Andrew's Church, Kowloon, on Saturday morning, the officiating clergyman being the Rev. A. B. Thornhill, who was assisted by the Rev. H. O. Spink. The little church artistically decorated with flowers was well filled with guests, and its picturesque effect was heightened by the beautiful gowns of the ladies in attendance and the brilliant uniforms of the bridegroom's brother officers. The bride was given away by Major H. L. Kirke, R.A. She wore a beautiful white satin gown veiled with Limerick lace and trimmed with pearls, and carried a handsome shower bouquet of white flowers. The bridesmaids were Miss Ellen Dunn and Miss Bets Baker. They wore white silk frocks, had wreaths of violets in their hair, and carried baskets of the same flowers. Lieut. G. G. Richardson, a brother officer of the bridegroom, was the "best man."

The service was choral, Mr. Campbell presiding at the organ. The hymns were "The voice that breathed o'er Eden" and "O, Perfect Love."

When the ceremony was over the happy couple, on leaving the church, passed under two arches of steel, one formed by the swords of native officers of the regiment, and the other by British officers. The regimental band, which had played appropriate music during the ceremony, struck up Mendelssohn's Wedding March as the newly-wedded pair left the church. A reception was subsequently held at "Windsor Lodge," Kowloon, when Captain and Mrs. Powell were warmly congratulated by their friends.

The honeymoon will be spent in Japan. The bride's travelling dress was of cream muslin, and her hat of brown straw lined with pale blue and trimmed with pink roses.

HASKELL-SILAS.

A pretty wedding took place at the Ohel Leah Synagogue yesterday afternoon when Mr. Ernest D. Haskell, of Messrs. E. Kadoorie & Company, son of Mr. D. Haskell, of Hongkong, was married to Miss Rebecca Silas, daughter of Mr. and Mrs. D. H. Silas, of Hongkong. The bride, who was given away by her father, wore a dress of liberty satin made in the *moyen-âge* style, the yoke being of fine net and real lace with a touch of tulle brode. The bodice was fastened at the waist with a buckle, from which fell folds of the same tulle brode. A long train with orange blossoms nestling here and there, fell gracefully from the shoulders. She wore the usual veil with a wreath of orange blossoms, and carried a shower bouquet of white lilies and tube roses with a plentiful sprinkling of maiden-hair ferns. The bridesmaids were Miss Louisa Silas, Miss Sophie Silas, Miss Mabel Silas, and Miss Rosette Weil, the two latter being flower girls, while Master Arthur Silas was page. The bridesmaids' gowns were made of pale blue silk crepe, gracefully draped in the new panier style. The bodices were prettily done in folded crepe and fine silk filé insertion, and the yokes were of tulle crepe net and finished off with three pretty rows of pearls, the whole effect being perfect. The flower girls wore in white and pale blue with wreaths of forget-me-nots. The bridesmaids carried shepherds' crooks prettily adorned with pink roses and ribbons, and the two flower girls had charming baskets of flowers. The bridegroom was supported by Mr. E. Howard as "best man." The ceremony, which was witnessed by a large congregation, was performed by the father of the bride. Afterwards a reception was held at the Jewish Recreation Club, which was decorated for the occasion. The band of the Rajputs was in attendance and rendered selections. The usual toasts were given and the young couple afterwards left on their honeymoon.

The bride's gift to the bridegroom was a gold cigarette case, and the bridegroom's gift to the bride was a beautiful diamond and pearl pendant, while the parents of the bride gave her a splendid pearl necklace.

## TELEGRAMS.

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## THE JAPANESE-TARIFF.

THE BRITISH PROTESTS.

Tokyo, October 16th.

There are indications that the Tariff will form the principal subject of discussion when the Diet opens.

The Government's attitude towards British protests causes uneasiness, as it is feared that concessions are a diplomatic necessity.

## LAUNCH OF A JAPANESE BATTLESHIP.

Tokyo, October 16th.

The battleship "Kawachi" was launched at Yokosuka yesterday in the presence of the Emperor and a distinguished assembly.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

## PORTUGAL.

THE EXPELLED MONKS AND NUNS.

LONDON, October 15th.

In the Madrid Chamber Sr. Canalejas stated that the monks and nuns expelled from Portugal would not be permitted to stay in Spain, which had already sufficient of its own.

## KING MANUEL'S BELONGINGS.

A Lisbon telegram states that the various belongings of King Manuel have been handed to the representative of the British Minister.

## THE NEXT ELECTIONS IN PORTUGAL.

The next elections are to be decided on the basis of universal suffrage.

## THE FRENCH RAILWAY STRIKE.

LONDON, October 15th.

The back of the French railway strike is broken.

The working of the lines is now practically normal.

LONDON, October 16th.

Paris telegrams show that to all intents and purposes the railway strike is ended and usual traffic may be expected to-day.

Normal lighting and other conditions are resumed.

## THE FORTIFICATION OF THE PANAMA CANAL.

LONDON, October 15th.

President Taft leaves on November 10th on a four days' visit to Panama in order to study the question of fortifications and the matter of permanent government of the canal zone.

## THE GERMAN CROWN PRINCE'S TOUR.

WHO BEARS THE COST?

LONDON, October 16th.

There has been some speculation in Germany as to who will pay the expenses of the Crown Prince's tour in the East.

The "Kölnische Zeitung" announces semi-officially that the Crown will bear the main part, though possibly certain expenses arising from His Imperial Highness' position as German Crown Prince will devolve upon the Empire.

## FINANCIAL PANIC AVERTED IN CANTON.

There has been a run on the Chinese banks at Canton for the exchange of Chinese bank notes, but when the Viceroy ordered the Treasury to assist the Banks to the extent of \$150,000 the run ceased.

The panic was reflected to a small extent in Hongkong where the money-changers have been making a harvest by exchanging Chinese bank notes at a discount of 10 per cent. The rate has now dropped to three. Until quite recently Chinese bank notes were at a small premium.



## RANDOM REFLECTIONS.

"Silas Wegg" writes to complain that great inconvenience is caused by the fact that the clock in Hongkong's historic monument has been stopped for nearly a week, and as the woe of our well-known correspondent he "drops into poetry" on the subject, saying:

For nearly a week the time has been  
On our old clock tower just 2.15.  
Quidnuncs, beholding the scaffolding, say,  
"Tis a sorry device to cover delay."  
He must be "getting at" the D.F.W.

This year seems to be a fairly busy one for the Legislative Council. The session is unusually long, and the number of Ordinances introduced and passed should not be far off a record.

Hongkong is becoming interested in the near return of Sir Frederick Lugard. His Excellency was popular before he left for Home, but he has endeavored himself still more to the Colony by all that he has done for it at Home. Not only has he succeeded in creating a practical interest in our University, but we can see his good offices being exercised in connection with the railway when he reaches Peking to-day. May success attend his efforts. Whatever happens, he and Lady Lugard are assured of a cordial reception on returning here.

Not for a long time was the Happy Valley so thronged and so generally occupied as it was on Saturday. It was one long stretch of animation, and unless one was backing losers it was difficult for any to feel pessimistic with such an outlook in life. As many as four cricket matches were played, three football games took place, and the gymkhana dominated all. Hongkong may be passing through bad times, but it was not apparent on Saturday.

The bank failures in the North of China represent a very serious state of affairs, and the expedients of the Peking Government to remedy the disasters would be amusing if they were not so tragic. To the outside the Government methods seem very much like taking out of one pocket to put into another, and one that has a hole in it.

The East has been blamed for encouraging habits of extravagance among Europeans, and rightly, too, and that being so it is refreshing to come across an instance of the old "waste not, want not" idea. The instance is concerned with a man, whether he comes from the north or the south of the Tweed I know not, who was disgusted to find that his wife had no further use for the bottle of pills which he had purchased for her, and rather than see them go to waste he decided to take them himself. A man so careful as that ought to become a Rothschild or a Rockefeller.

The St. Andrew's Society of Hongkong has decided to celebrate the 30th of November in the usual manner, and the character of the ball is probably being considered at present. A feeling has been expressed here that the subscription was so high that it prevented many from attending who would otherwise do so, and that this feeling is not confined to Hongkong is indicated by the following "screed" in a Singapore paper addressed to "Andrea McNab of that ilk in the parish of Singapore":

Heh, Andrea mo, your namesake's day is drawing near the no',  
And all your feckless countrymen will then get roaring fo'.  
I hear again you're going to see a dance and supper know,  
And if ye'd e, for Guid me make, make it the same for a'.

We're a' Jack Tamson's wanderin' bairns, nae Lord's or Dukes or Suths,  
But jist hard working Scotch-b' chiefs, and we're not asking much.  
In saying that to my right, it should be so that all  
The Scotch lads here should get a chance to foot St. Andrew's ball.

But if the fees be unweib, they have nae chance ava,  
For lots of them, being junior men, their guggle is o'er an' a'  
To stand champagne, and sic-like thrash. Tosh,  
And wha's the chaps, who are at home asked tair than Athol Bruce.

To moist the'r stomach's salvage edge? Yet moe  
There's aye aye or two  
Wha' having made lawless a wheen, must lord it  
over a'.  
Take my advice, curtail the guests, cut out all high-class wine,  
For Johnnie Walker's good enough for singing Auld Lang Syne.

Chorus—  
Should all young Scotchmen be cut out, when giving  
Andrew's call  
By abrogating fees they can't afford to—'tis a' good  
enough at all.  
Not good enough at all, my friends, not good enough  
at all.  
Reduce the charge, cut out champagne, invite the  
Scotchmen all.  
ARCHIE.

The thought occurred to me before that Hongkong was rather dilatory in celebrating the new reign by liberating certain prisoners, and it asserts itself again when I read in *Truth* the following little paragraph:

"In a letter that has reached me from Singapore, the Straits Settlements Government is severely taken to task for its failure to carry out the King's wishes on his accession with regard to the remission of sentences on prisoners. My correspondent writes with so much feeling that if I did not know better I should suspect that he has a personal interest in the matter. It seems, however, that the sanction of the authorities really has been a good deal of dissatisfaction, not only in the gobs but among the public at large, who consider that effort ought to be given to his Majesty's message in the Straits Settlements as well as in other colonies and India. There is an idea that the omission is merely due to official dilatoriness, officialdom in this drowsy land always showing great deference to the local motto, 'Nanti bolch beak' or 'Wait'; it can be done to-morrow." The delay is, however, obviously objectionable from the point of view of prisoners whose sentences are meanwhile expiring.

Perhaps this will induce some of the unofficial members to institute inquiries.  
RODGERICK RANDOM.

## COMPANY MEETING.

## CANTON INSURANCE OFFICE, LTD.

The twenty-ninth ordinary meeting of shareholders of the Canton Insurance Office, Ltd., was held at the offices of the general agents, Messrs. Jardine, Matheson & Co., Ltd., on Saturday. Mr. C. H. Ross presided, and there were also present:—Sir H. N. Mody, Messrs. W. Logan, F. Maitland, G. W. Barton (consulting committee), H. Percy Smith, J. Barton, D. K. Gazdar, G. C. Moxon, F. J. L. Ribeiro, Chan Chan Nam, Ho U Shang, Ho Pook, Lo Cheung Shui, Wong Leung Him and L. N. Leofs (secretary).

The Secretary having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen,—In the absence of Mr. Henry Kewick, I have devolved on me to preside at this meeting, and I presume that you will wish me to take the reports and accounts as read, since they have been in your hands for a considerable time. The working account presented to you therein shows, I am glad to say, a marked improvement upon that for the preceding year. 1908 was notoriously a bad year, it has been described as "one of the most disastrous in the history of underwriting," and it was preceded by two years only a degree less unfortunate. In fact when I consult a published statement of the results of nine leading Home companies (and it must be remembered that a large portion of our income comes from London), I find that for the three years 1906-8 inclusive, their underwriting, in the aggregate, showed a loss. It is therefore not surprising that for the year 1908 ran off very much as was to be anticipated from the report we issued a year ago, and that the sum we placed then to the credit of underwriting suspense account has for the most part been required. The figures before you for 1909 show a marked improvement, the premiums show an increase on those of the year before, and the losses a reduction. Of course it is impossible to speak of its final outcome with certainty until the 31st December next has been reached, but I may say that nothing has transpired since the closing of the accounts to lessen the hope of a favourable out-turn which the figures naturally give rise to. We propose to carry \$304,461.63 to the credit of underwriting suspense account, a sum which we hope will prove much more than sufficient for its purpose. The reserve fund is to be brought up to the sum of \$1,600,000, and we propose adding \$10,000 to the reinsurance fund, which you will note is shewily, but steadily, gaining ground. It affords our consulting committee much gratification that they are able to recommend an improvement in the dividend, as this would not have been done had not provision for every reasonable contingency been first allowed for, and we hope these proposals will commend themselves to you. Since we last met three changes have occurred in the membership of your Board. Sir Paul Chater, Mr. H. P. White and Mr. E. Shellin resigned, and their places were filled by the gentlemen representing their interests. The accounts have been audited throughout by Mr. Percy Smith, and the work begun by him in conjunction with Mr. W. Hutton Potts, of Messrs. Linstead & Davis, the auditor elected by the shareholders for many years, has been completed by Mr. Chapman of the same firm. His appointment was, in accordance with the Articles of Association, made by the consulting committee and requires your confirmation. The matter of our audit has been, as you are aware, the subject of a letter in the local Press. I much regret that Mr. Chapman should have been the object of so disagreeable an attack. As to that portion of the letter not concerned with personal references to the gentleman named, unless the shareholders associate themselves with what is said therein I pass it by. I might have been tempted to say more had the letter not been couched in so unfortunate a manner, but as I shall be pleased to do my best to reply to any question regarding the accounts, which shareholders may desire to put, any information they require is at their disposal, before I formally move the adoption of the report and accounts.

There being no questions, the CHAIRMAN moved the adoption of the report and accounts. Mr. Moxon seconded, and the motion was agreed to. Carried.

On the motion of Mr. GAZDAR, seconded by Mr. WONG LEUNG HIM, the following were re-elected as a Consulting Committee:—Sir H. N. Mody, Hon. Mr. H. Kewick, Messrs. D. W. Craddock, F. Maitland, G. W. Barton and W. Logan.

Mr. HO POOK proposed, and Mr. LO CHEUNG SHUI seconded, a proposition that Messrs. W. Hutton Potts and H. Percy Smith, F.C.A., be elected auditors until the next ordinary meeting. This was agreed to.

The CHAIRMAN:—That is all the business, gentlemen. Dividend warrants will be posted early on Monday morning.

HARMSTON'S CIRCUS.

We are requested to state that the Circus will not open in Hongkong until Friday, the 28th inst. The previous announcement was due to an error in a cable message received, from which it was understood that the Circus was leaving Hanoi for Hongkong. It is now learnt that the Circus will not be leaving the French Colony until next week. This is the first time that Harmston's Circus has visited Indo-China and Tonkin, and it is doing so uncommonly well that its stay has been prolonged.

The American Commercial Delegates of the Associated Chambers of Commerce of America, who were invited by the Chinese commercial bodies to visit China, arrived in Peking by special train on the 5th inst. from Hankow and the Yangtze ports, where the Chinese communities have been extending to the visitors the most cordial of welcomes. It is stated that the Walwups, with the assistance of the American Legation, arranged the programmes for their reception. They intended to devote four days to Peking.

## THE LAST GYMKHANA.

Saturday's Gymkhana was a fitting climax to a very successful season. The ideal weather enticed people out of doors, and many found their way to the racetrack, the result being that the Gymkhana Club had a record attendance. Even the inner course was lined with spectators, an unusual thing at Gymkhana, but attention there was divided between the racing and cricket and football. The racing was good, and there were close and exciting finishes in many of the events, so that those who were "having a flutter" were kept in a state of uncertainty until the numbers went up. The Pari Mutuel paid some exceptionally high dividends, while there were many substantial disbursements by the Cash Sweepers. The programme of music, played by the band of the Buffs, added to the pleasures of the afternoon. The tent-pegging competition was marred by an unfortunate accident to Mr. H. J. Gedgo, which happily did not prove so serious as was at first feared. The circumstances are reported in another column.

Patrons and officials of the Club are:—Patrons: His Excellency Sir F. H. May, K.C.M.G., His Excellency Maj.-Genl. E. G. Broadwood, C.B., Commodore J. C. Byres.

Committee: The Stewards of the Hongkong Jockey Club (Ex-Officio); H. E. Sir F. H. May, K.C.M.G., Capt. Dwyer, Messrs. J. Johnston, H. J. Gedgo, C. H. Ross, G. C. Moxon, and Major W. A. Eaton; Major W. A. Eaton, judge; Capt. Dwyer and Major W. A. Eaton, handicappers; Capt. Dwyer, clerk of the scales; Mr. H. J. Gedgo, starter; Mr. Marous Slade, 2nd starter; Mr. M. S. Samsom, time keeper; Mr. R. F. C. Master, hon. sec. and treasurer.

GYMKHANA STAKES.—Value \$100. Distance One mile. For all China ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open Griffin race 5 lbs. extra. Non-Winning Subscribers griffins allowed 5 lbs. Jockeys who have won more than five races in Hongkong, Shanghai or Tientsin penalised 5 lbs. A cup added to the Griffin race will be presented at the end of the season to be won by the Pony scoring most marks in the race for the Gymkhana Stakes at the Gymkhana Meetings during the season, counting 4 points for a first; and 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again, when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5. 2nd Prize: \$25. (Half entrance fees to go to winner.)

Mr. John Johnston's Blackmore Vale, 141lbs (Owner) 1  
Messrs. Moxon and Gedgo's Temptation, 151lbs (Mr. Master) 2  
Capt. Heathcote's Hinton, 141lbs (Owner) 3

The three ponies entered for this race went away to a good start, Temptation taking the lead with Hinton lying close in second place and Blackmore Vale bringing up the rear. Near the football stand Hinton drew level with the leader, and the pace increased considerably. Ascending the incline Blackmore Vale leaped the distance which separated him from the leading pair, and Temptation again took premier position. Hinton drew level again passing the village, and the pair were locked together as the straight was entered. Then Blackmore Vale was given a free rein, and with a little physical encouragement swept past the other two ponies and maintained his lead until the finish. He won the race by about five lengths, and as the winning post was passed a cheer was raised to Johnston for the admirable race he had ridden. Temptation was second by three lengths.

Time—2 min. 12 1/5 sec.  
Pari Mutuel dividend: \$6.30.  
Cash Sweep payments were:  
1—Ticket No. 7 ..... \$154.35  
2— " 22 ..... 44.10  
3— " 17 ..... 22.10

The marks of the different ponies are now as under:—  
Blackmore Vale ..... 15  
Temptation ..... 11  
Hinton ..... 4  
Tomahawk ..... 2  
Odds On ..... 1  
Llama Chief ..... 1

THREE FURLONG SCURRY.—For all China ponies which have never won a race. To be ridden by jockeys who have never won an official race. Weight for inches as per scale. Entrance fee \$5. 1st Prize: Presented by Rear-Admiral Lyon. 2nd Prize: \$25. (Entrance fees to go to winner.)

Mr. Arthur Robert's Hartwood, 158lbs (Captain Heathcote) 1  
Mr. O. K.'s Droochkeagall, 155lbs (Mr. Kilmacneek) 2  
Lt. Col. A. Chapman's Recruit, 149lbs (Mr. Henriques) 3  
Mr. C. M. Meyer's Insuar, 151lbs (Mr. Hickman) 0  
Hon. P. G. Scarlett's Nankin, 152lbs (Owner) 0

Five starters appeared for the three furlong scurry, and went away to the fall of the flag, Droochkeagall springing into the lead and headed the field into the straight. There Hartwood came away from the bunch and challenged and passed the leader, winning the race by three lengths. Recruit was third.

Time—46 sec.  
Pari Mutuel dividend: \$6.90  
Cash Sweep payments:  
1—Ticket No. 93 ..... \$315  
2— " 62 ..... 90  
3— " 2 ..... 45

TENT PEGGING IN SECTIONS OF THREE.—Open to teams, mounted on China ponies, and composed of any three members of the Gymkhana Club. Three small cups to be presented to the winning team at each competition and at the conclusion of the season a trophy will be given to the team which scores the highest aggregate of points at all meetings included. In competing for the small cups a competitor need not necessarily represent the same team on each and every occasion, but if competing for the aggregate trophy he can only represent one team during the season, that is to say, he must continue to compete for the team first selected by him and for no other. To provide for sickness, absence from the Colony, or for improvement of a team, new members may from time to time be introduced into a team

but in order to win the aggregate trophy two at least of the members composing the winning team must have competed in not less than three competitions. Entrance fee \$1 each pony each gymkhana.

Mr. Gedgo's team, comprising Messrs. G. C. Moxon and R. F. C. Master, 31 points  
Buffs "A" team, composed of Major Eaton and Messrs. Pottier and Crookenden, 28 points  
E.G.A. team, comprising Captains Twiss, Finch and Loring, 23 points  
The Ma ples' Messrs. C. H. Ross, E. M. Bishop and J. Johnston, 26 points  
The marks scored by the different teams in this competition are as follows:—  
R.G.A. .... 215  
Buffs "A" .... 189  
Mr. Gedgo's team .... 187  
The Ma ples .... 186  
Buffs "B" .... 81  
Mr. Blason's team .... 54  
The Naval team .... 20

THREE QUARTERS OF A MILE FLAT RACE. HANDICAP.—For all China ponies. Jockeys who have won more than 5 races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee 5s. 1st prize: 1st runner, 2nd prize \$25. (Entrance fees to go to winner.)

Hon. P. G. Scarlett's Nankin, 150 lbs. 5lb penalty (Mr. Johnston) 1  
Major-Gen. Broadwood's Rufus, 160lbs (Captain Heathcote) 2  
Mr. L. N. Leofs's Resolution, 151lbs (Mr. Leofs) 3  
Sir Henry May's Moolman, 154lbs (Mr. Byres) 0  
Messrs. Lowe and Hickman's Java King, 152lbs (Mr. Hickman) 0  
Lt. Col. A. Chapman's Recruit, 140lbs (Mr. Henriques) 0

After a false start the field was despatched with Rufus in the van, Resolution second and Java King third. The leading ponies were well ahead of the remainder of the field. Going up the incline, Java King drew into first place and was leading as the village was passed, Rufus being close behind him. Entering the straight the General's pony again took the lead, and appeared to have the race well in hand. Nankin, however, was sent ahead in the home run, and rapidly overhauled the leader. There was then an excellent finish to a good race, the ponies racing neck and neck until the final stage, when Nankin was urged forward by Johnston and won by half a length. Resolution was third home.

Time—1 min. 37 2/5 sec.  
Pari Mutuel dividend: \$10.30.  
Cash Sweep payments:  
1—Ticket No. 78 ..... \$359.10  
2— " 6 ..... 102.60  
3— " 24 ..... 51.30

LADIES' NOMINATION.—Gentlemen will start from a given point, ride to another given point, dismount, and leave pony with jockey, run to lady nominatrix and hand her cigarette. The lady will then proceed to light cigarette, during which performance gentlemen will put on "smoosk frocks" which the ladies will hand them in exchange for cigarettes. When cigarettes alight and "smoosk frock" on, gentlemen return to their ponies, mount, and ride a course which will be pointed out to them before the race. The winner is the competitor who first passes the winning post with "smoosk frock" on and cigarette alight.

Mr. Kilmacneek, nominated by Mrs. Humphreys 1  
Mr. Macgregor, nominated by Miss Hooper 2  
Mr. Johnston, nominated by Mrs. Moxon 3  
Pari Mutuel dividend: \$103.

Cash Sweeps:  
1—Ticket No. 33 ..... \$252  
2— " 45 ..... 72  
3— " 69 ..... 36

ONE AND A HALF MILE FLAT RACE. HANDICAP.—For all China ponies. Jockeys who have won more than 5 races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$5. 1st prize: presented; 2nd Prize: \$25. (Entrance fees to go to winner.)

Captain Heathcote's Tomahawk, 158lbs (Owner) 1  
Mr. H. F. Hickman's Kerry, 152lbs (Owner) 2  
Messrs. Moxon and Gedgo's Temptation, 151lbs (Mr. Master) 3  
Mr. H. G. Markwald's Llama Chief, 148lb (Owner) 0  
Mr. Ellis Kadocrie's Belgian Chief, 150lbs, 5lb penalty (Mr. Johnston) 0  
Mr. Arthur Robert's Hartwood, 142lb (Mr. Bries) 0

Tomahawk took the lead at the fall of the flag, Temptation following and Llama Chief racing in third position. As the field raced up the straight for the first time the order was changed, Llama Chief leading, past the judge's box, while Hartwood was second and Tomahawk third. The Chief continued to increase his lead until the incline was approached, when Tomahawk passed Hartwood and rapidly overhauled the leader. Entering the straight he was in the van, with Kerry Temptation and the Chief following close in his wake. Kerry, ridden hard, rapidly reduced the space separating him from the leader, and a splendid struggle for victory was witnessed, Tomahawk just beating Mr. Hickman's pony on the post, while Temptation was hard put to it to secure third place.

Time—3 min. 29 sec.  
Pari Mutuel dividend: \$12.80.  
Cash Sweeps:  
1—Ticket No. 63 ..... \$400.05  
2— " 11 ..... 114.30  
3— " 38 ..... 57.15

At the close of the meeting Mr. T. F. Hough sold a number of ponies by public auction. Their names, and the prices they realized, were as follows:—Hinton, \$50; Rufus, \$70; Temptation, \$70; Jock Scott, \$35; Llama Chief, \$70; Baluchi Chief, \$30.

PRESENTATION TO MR. MASTER.  
An interesting event followed the three quarters of a mile flat race, Mr. R. F. C. Master, the genial secretary of the Club, being presented with a handsome silver salver as a souvenir on the eve of his marriage. The gift was made by the following members:—His Excellency Major-General Broadwood, Captain Heathcote, Messrs. C. H. Ross, C. H. Blason, J. Bell-Irving, B. Layton, H. F. Hickman, Hon. P. G. Scarlett, Messrs. W. Jupp, W. Taylor, M. S. Samsom, W. Elwos, T. F. Hough, Captain Dwyer, Messrs. Kilmacneek, H. G. Markwald, J. Johnston, M. M. Brice, Kremer, G. C. Moxon, Cunningham and E. J. Gris.

## LOCAL SPORT.

## RESULTS AT A GLANCE.

LEAGUE FOOTBALL.			
Buffs, ...	4	H.K.F.C., ...	0
R.G.A., ...	1	Naval Yard, ...	0
R.E., ...	4	Kowloon, ...	1

CRICKET.			
First XI, ...	173	Next XVI, ...	164
Craigengower, ...	105	A.O.C., ...	122
Kowloon, ...	136	Watson's, ...	130

## FOOTBALL.

A start was made with League football on Saturday afternoon, when all the six teams in the League were engaged at Happy Valley. The largest crowd assembled to watch the match between the Club and the Buffs, but the most interesting game was undoubtedly between the Naval Yard and the R.G.A. Curiously enough, all the military teams won their matches, a result probably explained by the fact that they are in better training than the civilian players.

The personnel of both teams was different to that of last year. The Buffs do not seem to have been weakened by the changes effected, but it is too early yet to express an opinion on the new members of the Club's team. The soldiers got going in good style right from the kick-off and were very early aggressive. Success attended their efforts, and though the Club backs and goalkeeper responded well to the calls made upon them they could not avert disaster altogether, and the Buffs managed to score three goals in the first half. In the next half play was a little more interesting, but the only goal scored was obtained by the Buffs, who ran out winners by four goals to nil.

R.G.A. v. NAVAL YARD.  
The meeting between these teams on Saturday afternoon attracted a good following to the Naval Ground. The Yarders had the benefit of the toss and played in the first half with the sun at their backs, but though they shaped well and had several good tries for goal they never managed to score. Half-time arrived without any points having been registered. In the second half the Artillerymen had the best of the exchanges and the Yarders showed an extraordinary facilities in play, time and again being penalised for hands. On one occasion a penalty resulted, and a goal, the only one of the game, was the outcome. Still it did not have the effect of breaking the Yarders of this habit, and more than once they had good runs spoiled when fouls were given against them. The game finished, R.G.A., one goal; Naval Yard, nil.

n. z. v. KOWLOON.  
Comparatively little interest was manifested in this meeting. Kowloon, though a trifle out of practice, did very well for the opening of the season. There was a tendency in their front line to individualise too much, and though some pretty play was shown, it, however, brought no result. The Sappers scored a goal in the first half, and added in the second. Result: R.E., 4 goals; Kowloon, 1.

CRICKET.  
THE PREMIER CLUB MATCH.  
A match was played on the ground of the Hongkong Cricket Club on Saturday between the first eleven and the next sixteen, the result being a drawn game. For the first eleven the Hancock brothers did effective work with the bat, R. Hancock contributing 64 and H. Hancock 45 runs before being dismissed. The top scorer for the next sixteen was H. D. Sharpin, whose contribution stood at 37 not out. H. R. Makin contributed a useful 28 before dismissal. Scores and analyses follow:—

NEXT XVI.			
Capt. Clapham, o' Pearce, b Bird	0	0	0
H. R. Makin, o' Pearce, b Young	28	0	0
P. B. Hitchcock, o' Hancock, b Bird	0	0	0
H. Hancock, b Pearce	45	0	0
F. Pottier, o' Pearce, b Payne	12	0	0
H. D. Sharpin, not out	37	0	0
H. P. N. Bouquet, b Bird	0	0	0
C. T. Rose, b Pearce	0	0	0
L. H. Chapman, b Bird	4	0	0
A. C. Leith, o' Young, b Hancock	17	0	0
H. Hancock, b Leith	45	0	0
D. E. Donnelly, o' Turner, b Hancock	9	0	0
A. A. Claxton, o' Cooke, b Bird	10	0	0

breaking the barriers of the shore, and more  
 an once they had good runs spoiled when foul  
 are given against them. The game finished  
 G.A., one goal; Naval Yard, nil.

R. E. v. KOWLOON.

Comparatively little interest was manifested

FIRST XI.			
A. E. Elborough, o' Clapham, b Pottier	1	0	0
Rev. B. W. Payne, o' Maas, b Sharpin	28	0	0
R. E. O. Bird, b Pearce	0	0	0
G. Cooke, R.N., o' Chapman, b Sharpin	5	0	0
A. H. Young, o' Clapham, b Makin	13	0	0
B. H. Hancock, o' Makin, b Maas	64	0	0
H. Hancock, b Leith	45	0	0
Capt. Garnett, o' Bouquet, b Sharpin	4	0	0
W. C. D. Turner, not out	2	0	0
G. R. Aubrey, b W., b Leith	0	0	0

... and added in the second. Result: R.E. goals; Kowlocn, 1.

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**CRICKET.**

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**THE PREMIER CLUB MATCH.**

CRAIGENGOWER v. A.O.C.			
Corp. Davison, o' Lammer, b Battilwara	47	0	0
Pte. Crow, b Currie	1	0	0
Mr. Edwards, b Briggs	1	0	0
Cpl. Tully, b Norris	29	0	0
Cpl. Osmen, b Currie	14	0	0
Sgt. Graham, o' E. Briggs, b Currie	3	0	0
Pte. Poland, o' Vireash, b Norris	0	0	0
Pte. Lashbrook, b Currie	1	0	0
Cpl. Saunders, b E. Briggs	19	0	0
Sgt. Leach, o' Vireash, b Lammer	0	0	0
Pte. Clee, b Lammer	0	0	0
Pte. Watia, not out	8	0	0

...t, H. Hancock contributing 64 and H. Hancock 45 runs before being dismissed. The top scorer for the next sixteen was H. D. Sharpin whose contribution stood at 37 not out. H. R. Makin contributed a useful 28 before dismissal. Scores and analyses follow :—

Bowling Analysis.	
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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address: PERS CODES: A.B.C. 5th. Mt. Lieber's.

## NEW ADVERTISEMENTS

## WANTED.

A QUALIFIED DOCTOR for a Steamer to Singapore for two trips this year. Must possess a Diploma recognised by the Straits Government. Applications should be made on or before 20th inst. to—

KIN TIE LUNG,  
No. 27, Bonham Strand W.  
Hongkong, 17th October, 1910. [1179]

## GOVERNMENT BILLS.

TENDERS FOR SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in exchange for Sterling Bills drawn at 10 days' sight on the London Commissioners of His Majesty's Treasury, London, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 12 Noon TO-DAY (MONDAY), the 17th October, 1910.

The Tenders to state the total amount (in pounds sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100. The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS." The right to accept or reject any or all of the Tenders is reserved. Copies of Forms of Tender can be had on application.

H. D. STACPOLE, Lt.-Col., A.P.D.,  
Treasury Chest Officer.  
His Majesty's Treasury Office,  
Hongkong, 15th October, 1910. [1180]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORT.

## THE Steamship

"DEVANHA,"  
Captain H. Powell, carrying His Majesty's Mails, will be despatched from this office for Bombay, etc., on SATURDAY, the 29th October, 1910, at Noon, taking passengers and cargo for the above ports, in connection with the Company's "MALAY" 10883 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, etc., will be conveyed via Bombay by the R.M.S. "MARMORA," due in London on the 10th December, 1910. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to—

E. A. HEWETT,  
Superintendent.  
Hongkong, 17th October, 1910. [1]

## SITUATION WANTED.

JAPANESE GIRL, wishes to have a Situation as Lady's Amah or Baby Nurse. Speaks English fluently. Apply to—  
Care of "Daily Press" Office.  
Hongkong, 14th October, 1910. [1170]

## NOTICE OF REMOVAL.

WE have This Day REMOVED our Offices to No. 8, DES VUEX ROAD CENTRAL, 2nd floor (corner of Lee House St) WEASER & RAVEN. Architects and Surveyors. Hongkong, 1st October, 1910. [1134]

## JUST PUBLISHED:

"POPPY PETALS,"  
By D.R.C.  
Author of "LUI SING,"  
"The Flight of an Arrow," &c.  
Price \$3.50.

THESE TALES are not the woven tissue of the writer's brain, but are veritable STUDIES FROM LIFE, from the author's large observation among the sort of people depicted. The book reveals undercurrents and conditions of life in the Far East little known to the ordinary reader. KELLY & WALSH, Ltd.,  
Hongkong, 27th September, 1910. [1114]

## JUST UNPACKED.

A SPLENDID ASSORTMENT of the following Latest Novelties:  
UP-TO-DATE STYLES.  
The "Setwell" Hair Rolls,  
Hair Frizzettes.

The Improved "Coiffetta," Hair Rolls.  
The "Turbanette," Latest Parisian Flexible Hair Forms.

Indispensable to the Present Style of Hair-Dressing.

HOOSAIN-ALI & Co.,  
No. 14, Queen's Road Central,  
Hongkong, 15th October, 1910. [707]

## INTIMATIONS

## HARMSTON'S CIRCUS.

THE OPENING NIGHT has been POSTPONED until FRIDAY, 28th October.  
Further Particulars later.

R. ALTON,  
Agent.  
Hongkong, 17th October, 1910. [1157]

G. R.  
SANITARY BOARD OFFICE,  
Hongkong.

## TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the EASTERN Division of the City of Victoria and the EASTERN Division of Kowloon, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the Walls of each Room, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Under-sides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs. The Backyard must have its Containing Walls lime-washed up to the level of the First Floor. Carved, Painted or Polished Woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Eastern Division of the City is bounded on the West by Glens Street and Peel Street. Kowloon is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the North thereof through the Yammat Service Reservoir to the Northern boundary of Kowloon.

The Government Limewashing Contractor is prepared to cleanse and lime-wash floors at the rate of 95 cents per floor, on application being made to the Secretary of the Sanitary Board. Dated this 15th day of October, 1910.

W. BOWEN ROWLANDS,  
Secretary.

## FOR SALE

## FOR SALE.

REMAINING PORTIONS of MARINE R. LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

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IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT  
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EXTENSIVE WATER  
FRONTAGE, DEEP WATER.

Apply—  
G. FENWICK & Co., Ltd.,  
ENGINEERS,  
PRAYA EAST, HONGKONG.  
Hongkong, 8th June, 1906. [84-168]

ON SALE.  
HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.  
PRICE ——— \$3.  
DAILY PRESS OFFICE.  
Hongkong, 21st February, 1910. [316]

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SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 88SG. at \$5, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.  
Hongkong, 26th October, 1906. [1178]

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CALIBRE 7.65 mm. WITH CHAMBER FOR 8 CARTRIDGES FIRING 8 SHOTS IN 2 SECONDS. SIEMSEN & Co.  
Hongkong, 6th March, 1907. [38]

## NOTICE OF FIRM

## SUN SHING.

THE BUSINESS of the SUN SHING is now being carried on in co-partnership by the undersigned at the usual address, No. 90, Queen's Road Central, Victoria, Hongkong, and MR. LEUNG WING FO has been Appointed MANAGER.

The Public are respectfully solicited to continue their patronage and confidence, and their Orders will be carefully and promptly carried out.

NG HON CHI,  
TSI YUM CHI,  
SUN PAK MING,  
YUK KEEUNG CHUN,  
CHAN SING HO,  
CHEUNG YUNG CHAU,  
CHEUNG MAN HING,  
CHAN TSE MUT,  
LEUNG HOK LAU.  
Hongkong, 11th October, 1910. [1165]

## INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS at 31st DECEMBER, 1909 \$19,875,357.

I. Authorized Capital ... \$6,000,000  
Subscribed Capital ... 3,275,000  
Paid-up Capital ... 1,212,500  
II. Fire Funds ... 5,489,136

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 19th July, 1910. [788]

## DENTISTRY

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33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A. Telephone 126.  
Hongkong, 27th January, 1910. [1022]

SUN TING  
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No. 10, DAGUILLAR STREET.

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [1083]

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NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS CO., LTD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "LABOR LABUAN." BRADLEY & Co., Agents.  
Hongkong, 12th August, 1909. [631]

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H. OISHI,  
Manager,  
No. 2, Pelder, Street, Hongkong.  
Hongkong, 9th January, 1909. [574]

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MODERATE RENTAL.  
HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.  
Apply to—  
ARRATTOON V. APOAR & Co.,  
14, Des Vaux Road, Central, 1st Floor.  
Hongkong, 28th July, 1910. [674]

## TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yanmat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—  
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.  
Hongkong, 1st December, 1909. [790]

## TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to—  
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Hongkong, 1st October, 1910. [795]

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NOS. 19 and 23, SHELLEY STREET, new 5-Roomed House.

1 HOUSE in Belknap Terrace. OFFICE in BEACONSFIELD ARCADE (Shop). C.M.S. PEAK BUNGALOW, MOUNT KELLET, Furnished, for 7 months from 1st November, 1910.

No. 57, PRAYA GRANDE, Macao. FOR SALE.—TON CHESER, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

WANTED.—A Small Furnished House, 4 to 6 Rooms, for a few months from about November, 1910, about Robinson Road level for choice.

Apply to—  
LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 6th October, 1910. [91]

## TO LET.

GODOWN, No. 54, DUDELL STREET.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st October, 1910. [88]

## TO LET.

"HOMEVILLE," 153, WANCHAI ROAD, TEN ROOMS. Good View of Harbour.

Apply to—  
ARRATTOON V. APOAR & Co.,  
14, Des Vaux Road Central.  
Hongkong, 24th September, 1910. [1124]

## TO LET.

No. 21, CONDUIT ROAD, Clifton Gardens.

Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWN, 151 to 155, PRAYA EAST. OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nei Chong Road. OFFICES in YORK BUILDING.

No. 10, DES VUEX ROAD CENTRAL, 1st floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trans stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st October, 1910. [87]

## TO LET.

OFFICES, Hotel Mansions.

Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings.  
Hongkong, 2nd February, 1910. [151]

## TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st October, 1910. [994]

## TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Offices.

One GODOWN in MASON'S LANE.

Apply to—  
DAVID SASSOON & Co., Ltd.  
Hongkong, 8th March, 1910. [95]

## TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st October, 1910. [89]

報新外中港香

CHUNG NGOI SAN PO (Chinese Daily Press).

PUBLISHED DAILY. Is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS Circulates largely throughout Southern China Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vaux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Chinese or Colloquial Chinese.

## AUCTION

BY ORDER OF THE MORTGAGEES.  
PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to Sell by PUBLIC AUCTION, On THURSDAY,

the 20th day of OCTOBER, 1910, at 12 o'clock, Noon, at their Auction Rooms in

THE VALUABLE LEASEHOLD PROPERTY IN ONE LOT

Known as Nos. 2, 4, 6, 8, 10, 12, 14, and 15, LI SING STREET, Victoria, Hongkong.

The property consists of all that place or parcel of ground situate at Victoria in the Colony of Hongkong formerly Registered in the Land Office as the REMAINING PORTION OF MARINE LOT NUMBER SEVENTY-ONE and now known there as Sections R, S, T, U and the Remaining Portion of Marine Lot Number Seventy-one, and has an area of 8,290 2/3 square feet or thereabouts.

Particulars and Conditions of Sale may be had from the Vendors' Solicitors, MESSRS. DEACON, LOCKER & DEACON, No. 1, Des Vaux Road, Central, Hongkong, and also from the Auctioneers.

Hongkong, 10th October, 1910. [1161]

A LING & CO.,  
19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [546]

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETERLANDS INDIA COMMERCE BANK). ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000). Subscribed Capital Fl. 12,378,100 (£1,031,500). Reserve Fund Fl. 2,754,339.09 (£229,529).

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS THE WILLIAMS DEACONS BANK, SWISS BANKCORPORATION.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4 1/2 per cent. per annum.  
6 " 4 " do.  
3 " 3 1/2 " do.

C. WOLDRINGH, Manager,  
No. 15, Des Vaux Road Central.  
Hongkong, 4th August, 1909. [123]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ..... Yen 10,000,000  
Capital Subscribed (paid up) ..... Yen 6,250,000  
Reserve Fund ..... Yen 2,450,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:  
Amoy Swatow Tainan  
Anping Keelung  
Canton Kobe  
Cebu Nagasaki  
Hankow Osaka  
Kobe Shanghai Yokohama

HONGKONG OFFICE:  
3, DES VUEX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

D. TOHDOW, Manager.  
Hongkong, 12th September, 1910. [391]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000  
RESERVE FUND ... Gold \$3,250,000  
(about \$1,500,000.)

HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LTD. THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—



# **NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.**



SOLE AGENTS IN HONGKONG.  
**LANE, CRAWFORD & CO.,**  
and from ALL WINE MERCHANTS. [46]



These tiny Capsules—superior to Copalba, Cubebs, and Injections—**CURE** the same diseases as these drugs in **FORTY-EIGHT HOURS** without inconvenience.  
Each Capsule bears the name. **ADULT**  
Paris, 8, rue Vivienne  
Sold by all Chemists.

**NOTICE TO KOWLOON RESIDENTS**  
Extra copies of Daily Press are on sale daily at the following stores:  
**KOWLOON BOOK STALL, Ferry Wharf**  
Messrs. H. RUTON & SONS, Kowloon Store, No. 36, Haiden Road.  
Messrs. HUNG CHEONG, Hoiphong Road  
Mr. AH YAU, Hongkong Ferry Wharf Stall

## **VESSELS EXPECTED.**

**THE AMERICAN MAIL.**  
The P.M. str. *China* is due here to-morrow between 6 and 8 a.m.  
The P.M. str. *Manchuria* left Yokohama on the 15th inst. en route for Hongkong, and is due to arrive at this port on the 28th inst.  
The T.K.K. str. *Chigo Maru* sailed from San Francisco on the 4th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 1st prox.  
The P.M. str. *Asia* left San Francisco on the 11th inst. en route to Hongkong, via Honolulu, Japan and Shanghai, and is due to arrive at this port on the 8th prox.  
**THE GERMAN MAIL.**  
The I.G.M. str. *Princess Alice*, carrying the German Mails with dates from Berlin of the 21st ultimo, left Singapore on the 15th inst., at 10 a.m., and may be expected here on or about the 19th inst. at 3 p.m.  
**THE CANADIAN MAIL.**  
The C.P.R. Co's str. *Montague* arrived at Nagasaki at 4 p.m. on the 12th inst., and left again at 6 a.m. on 13th inst. for Shanghai, where she is due to arrive at 9 a.m. on the 15th inst.  
The C.P.R. Co's str. *Empress of China* arrived at Nagasaki at 8 a.m. on the 15th inst., and left again at 3 p.m. same day for Shanghai, where she is due to arrive at midnight on the 16th inst.  
**THE INDIAN MAIL.**  
The Indo-China str. *Footscargue* left Calcutta for this port via the Straits on the 16th inst., and may be expected here on or about the 26th inst.  
**THE AUSTRALIAN MAIL.**  
The E. & A. str. *Empire* from Sydney, &c., left Port Darwin on the 11th inst. for Timor, Manila and this port.  
**MERCHANT STEAMERS.**  
The Austrian Lloyd's str. *China* left Singapore for this port on the 10th inst., and is due here to-day.  
The P. & O. S. N. Co's str. *Japan* left Singapore for this port on the 11th inst., at 7 a.m., and is due here to-day.  
The H.A. Line str. *Sengambie* left Singapore on the 12th inst. a.m., and may be expected here to-morrow p.m.  
The Barber Line str. *Suruga* sailed from New York on the 21st ultimo for Hongkong, via the Straits.  
The T.K.K. str. *Hongkong Maru* sailed from Calcutta on the 3rd inst. for this port, via the usual ports of call.  
The Barber Line str. *Shimosa* sailed from New York on the 6th inst. for Hongkong via the Straits.  
The G.N. str. *Minnesota* left Kobe for this port, via Nagasaki and Manila on the 8th inst., and is expected here on the 21st inst.  
The O.S.K. str. *Chigo Maru* from Tacoma left Yokohama for this port via Kobe, Nagasaki and Manila on the 9th inst., and is expected here on or about the 23rd inst.  
The Eng Hok Fong S.S. Co's str. *Perla* sailed from Guaymas, Mexico, on the 27th ult. p.m., and is due here on or about the 25th inst.  
The Swedish East Asiatic str. *Cornelia* left Port Said on the 12th inst., and is expected to arrive here on the 11th prox.

# **BENGER'S FOOD**

Wherever there is a case of enfeebled digestion, whether from advancing age, illness, or general debility, there is a case for Benger's Food.

When the stomach becomes weakened, the digestion of ordinary food becomes only partial, and at times is painful, little of the food is assimilated, and the body is consequently insufficiently nourished.

This is where Benger's Food helps. It contains in itself the natural digestive principles, and is quite different from any other food obtainable.

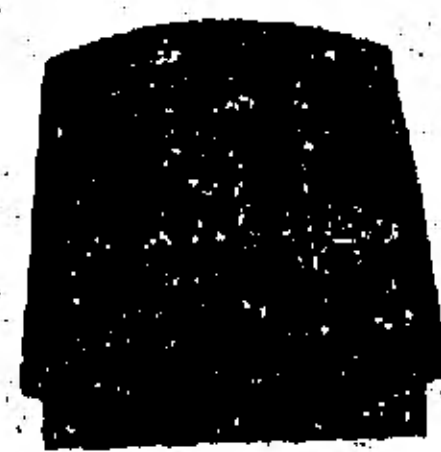
All doctors know and approve of its composition, and prescribe it freely.

**For INFANTS, INVALIDS, AND THE AGED.**

"The British Medical Journal" says: "Benger's Food has, by its excellence, established a reputation of its own."  
Illustration shows Benger's Food with the most common diseases and difficulties which mother has to encounter. It is sent pure, free of adulteration to Hongkong, China, India, Ceylon, and all other parts of the world.  
Benger's Food is sold in tin by Druggists, etc., everywhere.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

# **THORNE'S OLD VAT**



## **SCOTCH WHISKY.**

SOLE AGENTS IN HONGKONG, CHINA & MANILA.  
**A. S. WATSON & Co., Ltd.**

## **NOTICES TO CONSIGNEES**

### **NOTICE TO CONSIGNEES.**

**THE P. & O. S. N. Co's Steamer "DEVANHA"**  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out, marked by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—  
From London &c., ex "Macedonia."  
From Persian Gulf, ex B. I. S. N. and E. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 19th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

**E. A. HEWETT,**  
Superintendent.  
Hongkong, 13th October, 1910. [1]

### **NOTICE TO CONSIGNEES.**

FROM SHANGHAI, KOBE AND MOI.

**THE Steamship**

**"GREGORY APCAR,"**  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Underwriter.

**DAVID SASSOON & Co., Ltd.,**  
Agents.  
Hongkong, 13th October, 1910. [1168]

## **RUPEES, YEN AND COPPER CASH.**

The following correspondence has recently appeared in *The Times*:—  
Sir—Sir Charles Dudgeon writes with a knowledge of Chinese conditions acquired by long residence in Shanghai, and what is far from common among the merchants of that port—much study of the financial situation and long experience in public affairs. In writing on the currency question, however, he has overlooked some factors which should be taken into account. He gives the regulated rupee and the regulated yen and their content values respectively—70 per cent. for the former and 20 per cent. for the latter—and draws the inference that the yen is on a safer basis, to this extent supporting Sir John Rolleston's contention; but he has forgotten some of the historical facts.

The rupee was established on a regulated basis of 160 at a time when, in the downward course of silver, its content value coincided with the regulated value; this enabled the operation to be carried out at a minimum of cost to the Indian Government. With the further fall of silver, the margin between this regulated value and the content value has, however, become more marked year by year, and has introduced the element of danger noted both by Sir Charles Dudgeon and by Sir John Rolleston; but the danger has been reduced by the strength and accidental organization of the Indian Government.

The yen was regulated later, but also at a time when the regulated and content values approximately coincided, at the rate of 24½ to the yen; even at this rate, based on the later silver value, but this danger margin of 20 per cent. exists, but this danger too, is reduced by the strength and accidental methods of the Japanese Government. I believe I am right in saying, however, that the silver yen is not a legal tender in Japan.

When the American Government introduced the regulated peso into the Philippines the silver value was at such a rate that the regulated value was established on the same basis, approximately, as the Japanese yen—50 cents (U.S.A.) to the peso. In 1906, however, it was found necessary to stop coinage and to introduce provisionally American Government notes, giving them an exchange value of two pesos to the dollar, in order to supplement the deficient currency; owing to the excess of content value over the regulated value, the peso was exported, and was in danger of disappearing.

The Singapore dollar was at first to have been regulated on the basis of 24d. to the S. dollar; but in the interval between the introduction of the coin and the settlement of its regulated value came the temporary rise during the years 1905 to 1907 in the value of silver bullion, and in the end the regulated value was set at 28d. The Singapore Government deliberately invited the danger margin in order to avoid the risk of a drain of the currency of the colony.

On the whole question my conclusion is that it is immaterial what is the margin in the value and that it does not approach the danger limit if the Government is strong and well organized. The United Kingdom has been shilling with a content value of 5d. current safely at one-twentieth of 22d. Japan may have a yen of a content value of one-tenth of 21; but for China to try either experiment would be risky.

May I add a few words on the currency of China? Sir Charles Dudgeon and "E." are right in drawing attention to the fact that the currency problem in China is tripartite, introducing all the elements of fluctuation in gold, silver, and copper; and Sir John Rolleston is wrong in inferring the existence of a silver currency from his "quarter dollar" (not readily means a 20-cent piece, but could not readably mean the "prohibitory" note, however, the inscription). The problem is not, however, as simple as the two factors make out. In the first place it is the time-honoured copper cash, oldest of surviving currencies. Thirty years ago the appreciation in the value of copper in terms of the silver dollar was the great melting-down (to melt the coin of the realm in China is death), and to-day the copper currency has, probably, less than half the average content value of those few years ago; and yet this currency circulates on its content value.

Next we have the 10-cash piece (conveniently called a copper cent). These have been held in the centres of population and foreign observers, have displaced the cash, and the treaty ports, have inferred from this a complete substitution; but even in the centres the cash survives, and in the country it remains common. Between these two copper coins there is no fixed ratio of exchange, and the 10-cash piece exchanges sometimes and in some places for five, at other times and places for six or seven cash, but never for the nominal ten.

The small silver coins are nominally fractions of the silver dollar. Their value in terms of copper is nowhere fixed, and the wage-earner, paid in silver coins, finds himself forced to accept for his 10-cent piece sometimes 90 accept for his 80 copper cash, sometimes 12 and at other times eight copper cents. Even in terms of silver the silver coins are unstable; within five years past the silver dollar (900 fine) has fluctuated within a range from 90 to 115 cents of subsidiary coins (800 fine).

The less said of the Chinese silver dollar of the past the better. The confiding foreigner has regarded it as the counterpart of the Mexican or the Hongkong dollar, and therefore as being a more or less fixed weight of a more or less fixed fineness of silver. To the Chinese it is merely a more or less indeterminate fraction of an ounce of silver, being nominally 0.72 of a Treasury tael, and is treated as such, with no positive relation to the copper currency or to the subsidiary silver coins.

Of the tael of silver I do not propose to write; few foreigners in China, and fewer outside, understand it, and to elucidate some of its mysteries would require a special article.

Finally we come to gold, the currency of the impetuous individual has to deal with a speculative composite in which the exporter, for example, may find his invoice out by 10 per cent. in the interval between shipping his produce and its arrival at the market; while the importer may find himself loaded with stocks imported less than 12 months before, which he has to sell in competition with other stocks, bought perhaps for the same gold price, but through fluctuations in exchange, capable of being sold at prices 30 to 40 per cent. less in silver.

This is the unexamined rubble foundation on which it is proposed to erect the superstructure of a stable and regulated currency! I am, sir, your obedient servant.  
HONG K. MORSE.

## **CHINESE JURISTS IN LONDON.**

(ENTERTAINED BY THE LONDON COURT OF ARBITRATION.)

The Chinese Judges and the Attorney-General of Peking, who are on their way to the eighth International Prison Congress at Washington, were entertained at luncheon in the Trocadero Restaurant last month by the London Court of Arbitration, which is under the joint management of the London Chamber of Commerce and the City Corporation. In the absence of Sir Albert Holtz, Chairman of the Court of Arbitration, Mr. E. S. Fryer presided, and among those present in addition to the Chinese visitors, were Sir Edward Clarke, K.C., Mr. Henry Clarke, Captain H. Acton Blake (Deputy-Master of the Trinity House), Sir Herbert Marshall, Mr. William Gillespie (Deputy-Chairman of the London Court of Arbitration), and Mr. C. E. Town (Assistant Secretary of the London Chamber of Commerce).

Proposing the health of the visitors, the Chairman said that the federation of the States of Europe seemed at one time but an impossible dream, but each successive international congress disclosed thousand and one points of community of interest and as many reasons against permitting militarism to exploit indefinitely all countries alike. It was inevitable that Courts of Law should follow territorial limitations as to jurisdiction, but a wide and general feeling existed in favour of the extension to all countries of the principle of the Judgments Extension Act of this country. The introduction of steam and electricity revolutionized industry and commerce during the last century, but it is believed that the participation of the Chinese on a scale commensurate with the possibilities of that great people in the commercial life of this century might not be profoundly affect their civilisation and its advancement. The wall of China was not the only political frontier that obstructed the free intercourse of peoples and which under the pretence of protecting them from one another levied the tribute of crushing armaments on each. The isolation and exclusiveness of China, largely confined to by the circumstances of time and distance in the past, were giving way and were certainly destined to disappear in the days that were approaching. If brute force remained chained at the coast to Europe of four to five hundred millions, it was not because it was dead or even sleeping, but consequent on the growing demands of commercial men to control their own destinies. (Cheers.)

Sir Edward Clarke said that he understood that in Peking the Attorney-General was selected by the Judges; but that was not by no means the case here. When he was selected he had a radical capacity which did not belong to the law officers of this country. In England the law officers had not judicial capacity except in regard to patent matters; and his recollection was that as Solicitor-General he had had to decide upon two important questions—one, the incandescent mantle for gas lights, and the other the automatic penny-in-the-slot machines. (Laughter.) China might be described as the "Lord Halsbury" of the nations. (Laughter.) I had all the experience and dignity of old age coupled with the energy and resources of youth. China was the most extraordinarily interesting country in its history and occasional and episodic developments which one could possibly see. The early history of China was delightful. Some thousands of years ago an Emperor conceived the idea of preventing disputes and disturbances, in China, so he built a big wall to keep all foreigners out, and having done that he burned all the books inside it. He believed that those measures would protect China for 2,000 years. (Laughter.) Now, tested China for 2,000 years, and from being protected against the incursion of foreign civilization and foreign influences it was being rapidly opened and it could not be too fully acknowledged that there had been, not on the part of the Chinese people, but of those enlightened statesmen who had much to do in recent years with the opening of China, a desire to bring it into line with the more modern development of the times.

They all hoped that the process would continue. It had been said with some truth that an educated and disciplined China might be the master of the world; but he thought that the rest of the world would look forward with equanimity to the prospects of the future. That gathering expressed on behalf of the whole commercial community sincere feelings of admiration for China and of welcome to its representatives. (Cheers.)

In reply, the Hon. Ch'ien Hsu, Attorney-General of Peking, speaking in Chinese, said that such a meeting between the representatives of their two countries could not fail to bring about greater intimacy in their commercial relations and a closer understanding of each other. With more frequent dealings there must necessarily arise occasions of difference and disputes. On such occasions while the Courts of Law, especially those of England, had retained the confidence of commercial men for the justice of their decisions, Courts of Arbitration had been favoured on account of their despatch and economy. The London Court of Arbitration was composed of men of eminence and of commanding respect, and it admirably fulfilled the purpose for which it was created. In China from the earliest times the people had shown an aptitude for trade, and guilds had long existed, by means of which disputes were settled without the aid of the State. As much reliance was placed upon the force of positive morality as of law, so that to some extent their guilds had served as Courts of Arbitration. Chambers of Commerce had recently been established in the various provinces. Each trade had its own Chamber and above them all was a general Chamber which received official recognition. The speaker said the question of prison reform had gathered much useful information from the prisons which they had visited in England and other countries, and he hoped that they would adopt those reforms which were most suited to their conditions. China had been the proud possessor of a criminal code since the seventh dynasty, but with the existence of modern conditions it had been found necessary to remodel it. A commission of jurists had been appointed to revise all the laws of China, and it was expected that the new codes would come into force within two or three years. In connection with the preparation of the commercial code the assistance of Chambers of Commerce had been sought, and they had been asked to furnish the commission with the local customs. In conclusion he assured them that the commission would carry away with them the pleasantest impressions of England. (Cheers.)

## **LATEST STEAMER MOVEMENTS.**

The C. & M. str. *Babi* left Manila on the 15th inst., and is due here to-day at 3 p.m.

By Special Appointment to  
  
His Majesty the King  
**WHITELEYS**  
Universal Providers  
QUEEN'S ROAD, LONDON  
ENGLAND  
THE LARGEST STORE  
IN THE WORLD  
HIGH QUALITY, MODERATE PRICES,  
PROMPT ATTENTION.  
GENERAL ILLUSTRATED CATALOGUE  
or any Departmental List Mailed Free to bona fide applicants.

## **DINNEFORD'S**

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.



## **MAGNESIA**

The Physician's Cure for Gout, Rheumatic Gout and Gravel.  
Safest and most Effective Aperient for Regular Use.

## **COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.**



WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

**BUY IT TO-DAY**

From any leading Chemist.

## **MUSTARD & COMPANY.**

Wholesale Distributors for China and Hongkong.  
No. 22, Museum Road, Corner of Soochow Road, Shanghai. [719]

## **PURE MILK FOR BABIES.**

## **The Allenburys' Foods.**

The "Allenburys' Milk Foods are the nearest approach to maternal milk that science has yet achieved. They provide, when used as directed, a complete diet for infants; promote vigorous health and growth; make firm flesh and strong bones; and are so graduated as to give the maximum quantity of nourishment the child is capable of digesting, according to age. Diarrhoea, digestive and stomach troubles are avoided when these foods are given, as by the method of manufacture, they are absolutely devoid of noxious germs, and therefore safer than, and superior to, cow's milk, especially in hot weather. The Milk Foods are made instantly by the simple addition of hot water only, and are alike suitable for the delicate infant and the child in robust health.

PAMPHLET ON INFANT FEEDING SENT FREE.

**ALLEN & HANBURYS Ltd., 37, LOMBARD STREET, LONDON, E.C.**

## **SHIPPING IN PORT.**

STEAMERS.

ANFING, Chinese str., 1,159, H. Mackinson, 12th Oct.—Shanghai 9th October, General—C. M. S. N. Co.  
ARABATON APCAR, British str., 2,931, W. D. A. Thomas, 12th Oct.—Calcutta via Straits 27th Sept., General—David Sassoon & Co.  
BORNEO, German str., 1,344, T. Semblil, 13th October—Sundaken 8th October, Timber and General—Malchers & Co.  
CHILDRE, Norwegian str., 1,102, H. Nielsen, 10th Oct.—Bangkok 3rd Oct., General—Asgard, Thoresen & Co.  
COWBIE, British str., 3,055, J. Fallas, 7th Sept.—Singapore 1st Sept., Kerosene Oil—Asiatic Petroleum & Co.  
DEEWENT, British str., 1,574, Jenkins, 24th Sept.—Sagron 20th September, Rice and General—Man Fat & Co.  
ELIZABETH KROEMERS, German str., 2,673, H. Rohle, 12th Oct.—Meji 6th Oct., Coal—Bradley & Co.  
FUKUZA MARU, Japanese str., 3,136, S. Kuniyaki, 10th Oct.—Wakamatsu via Moji 5th Oct., General—Ataka & Co.  
GREGORY APCAR, British str., 2,961, S. H. Bolson, 13th Oct.—Meji 8th Oct., General—David Sassoon & Co. Ltd.  
HANGCHOW, British str., 999, R. Robertson, 4th Oct.—Swatow 3rd October, Ballast—Butterfield & Swire.  
HUIER, British str., 1,275, H. Mathias, 9th Oct.—Wakamatsu via Swatow 8th Oct., Coal—Butterfield & Swire.  
INDRAPURA, British str., 3,182, Mansfield, 4th October—New York 22nd July, General—Jardine, Matheson & Co.  
INVERESK, British str., 3,206, A. H. Smith, 16th Sept.—New York 30th July, General—Jardine, Matheson & Co.  
KIANG CHING, Chinese str., 1,002, Bressander, 11th Oct.—Haiphong 9th Oct., General—Taung Lee.  
KIANG PING, Chinese str., 1,222, H. Udden, 5th September—Chinkiang 30th August, General—Taung Lee & Co.  
KUMERIC, British str., 4,006, G. B. McGill, 13th October—Manila, P.I., 11th October, Dodwell & Co.  
LENEX, British str., 2,361, D. Reid, 1st Sept.—Keehung 30th Aug., General—Dodwell & Co.  
LOCKBURN, German str., 1,020, W. Taubert, 5th Oct.—Bangkok 28th Sept., Rice and Mail—Butterfield & Swire.  
LOYAL, German str., 1,537, K. Wagner, 12th October—Wakamatsu 6th October, Coal—Mitsui Bussan Kaisha.  
LYREMOON, German str., 1,238, v. Pilgrim, 11th Oct.—Saigon 7th October, General—Hamburg-Amerika Linie.  
MACHW, German str., 995, C. Wolff, 9th Oct.—Bangkok 2nd Oct., Rice and Wood—Windorn & Co.  
No. 3 KERON, Japanese str., 3,778, T. Takai, 17th Sept.—Meji 11th Sept., Coal—Order.  
PARLAT, German str., 1,018, E. Gathmann, 24th Sept.—Bangkok 17th Sept., Rice—Butterfield & Swire.  
PITSANUK, German str., 1,267, D. Reimers, 11th October—Bangkok 1st Oct., Rice and Timber—Butterfield & Swire.  
PRIMA, British str., 2,905, B. J. Lewis, 5th Oct.—Liverpool via Colombo 27th Aug., General—Butterfield & Swire.  
RIZAL, American str., 2,700, J. Heunig, 30th Sept.—Manila 26th Sept.  
RUBONIA, Russian str., 3,643, A. Dombe, 4th October—Shanghai 30th Sept., Beans and Bean oil—Melchers & Co.  
RUTHERFORD, British str., 2,742, W. Gay, 14th October—Cardiff, Coal—Dodwell & Co.  
SELJA, American str., 2,789, Olaf Ln, 14th October—Portland 5th Sept., Lumber and Flour—E. & A. S. S. Co.  
SHIBETOMO MARU, Japanese str., 2,479, A. Atami, 15th Sept.—Wakamatsu 8th Sept., Coal—Osaka Shosen Kaisha.  
SIBERIA, American str., 5,655, A. Zeeder, 10th October—San Francisco 13th September, General—P. M. S. S. Co.  
SUDRA, British str., 3,929, W. E. Kelway, 27th Sept.—Keehung 25th Sept., General—Standard Oil Co.  
TAKING, British str., 1,350, G. H. Pennefather, 14th October—Manila 11th Oct., Hemp and General—Butterfield & Swire.  
TIKING, Dutch str., 2,826, H. Koops, 8th Oct.—Batavia and Balikpapan 30th Sept., Sugar and General—Java-China-Japan Lijn.  
TOINTAU, German str., 1,002, Fr. Buecking, 6th Oct.—Bangkok 25th Sept., Rice and Wood—Butterfield & Swire.  
TSURUJIMARU, Japanese str., 2,559, Awaki, 12th Oct.—Meji 5th Oct., Coal—Mitsui Bussan Kaisha.  
VICTORIA, Swedish str., 969, Tockert, 13th Oct.—Banjorung 1st Oct., Sugar—Wallam & Co.  
WUHU, British str., 1,227, A. Luckor, 4th September—Shanghai 31st Aug., General—Butterfield & Swire.  
YUNNAN, British str., 1,206, Owen, 13th Oct.—Wuhu 9th October, Rice—Butterfield & Swire.

## **SAILING VESSEL.**

ARROW, British barque, 2,971, McIvor, 20th May—Anjer 8th April, Kerosene Oil—Standard Oil Co.  
DEUKERIAN, British 4-masted barque, 1,799, Swati, 27th August—Monado 30th July, Ballast—Standard Oil Co.

## **ON SALE.**

**BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS.** January to June, 1910. With Index. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 30th June, 1910.







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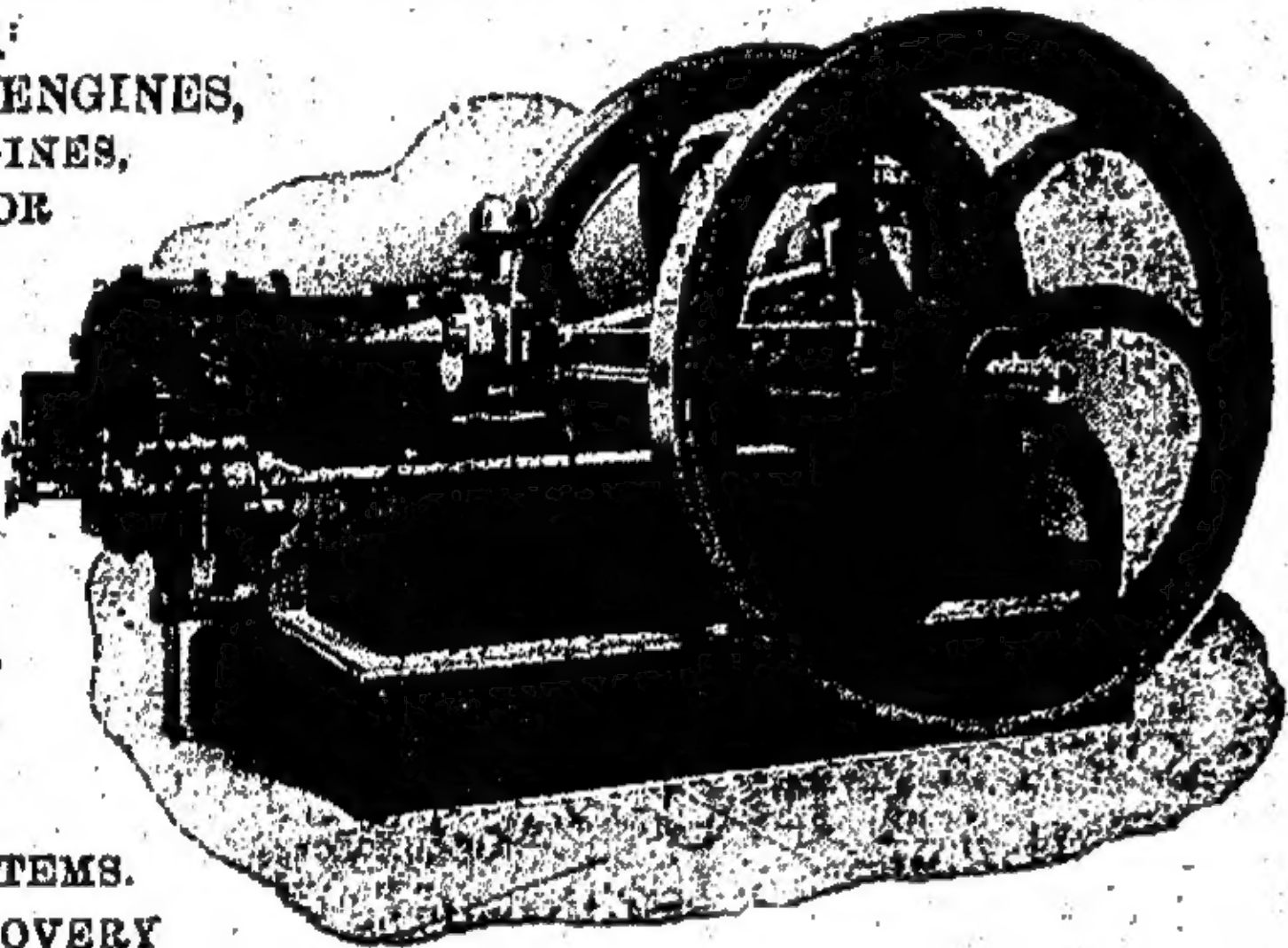
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### PASSENGERS.

#### ARRIVED.

Per *Haining*, from Foochow, Rev. and Mrs. Adams, Mrs. Bolton, Mr. Matugama, Mr. and Mrs. Bennett.  
Per *Chinhua*, from Shanghai, Mr. and Mrs. Guitshild, Mr. and Mrs. Kabis, Messrs. Paisley, Linstead, Simpson and Hennage.  
Per *Prins Waldemar*, for Hongkong, from Sydney, Mrs. L. Taylor, Miss G. Strong, Capt. and Mrs. G. MacCracken, Miss F. Donner, from Friedrich Wilhelmshafen, Mr. Ludwig Rhades, from Hamburg, Mr. W. Dinkels, from Yapt, Doctor Buss, Mr. Dinkels, from Legation, Fritz and Sister Godela, from Manila, Messrs. F. Baltho, Macario Hagan, R. F. S. Puck and V. D. Barretto.

#### DEPARTED.

Per *Zafra*, for Manila, Mr. V. Ariza, Mr. and Mrs. Lejudio, Mr. T. Crosthwaite, Mr. M. Samson, Mr. C. Arcebad, Mr. B. A. de Bombel, Mr. E. Andres, Mr. A. P. Snider and Mr. E. Mendelson.  
Per *Nippon Maru*, for San Francisco, Mr. and Mrs. Brand, Mr. and Mrs. J. Sufuki, Mr. and Mrs. W. Dzemishkivitch, Mr. and Mrs. G. H. de Golyer, Miss K. de Golyer, Mr. H. Randall, Messrs. I. Wigglesworth, H. Farnes, C. Kinnear, K. Yabara, K. Tanabe, G. Tano, J. Kauray, S. Yabe, J. Okada, J. E. Burgess and M. B. Russell.

### PASSENGERS EXPECTED.

Per N.Y.K. str. *Aki Maru*, from London, 17th September—Rev. T. W. Douglas Jones, Mr. G. B. White, Mrs. Blais, Mrs. McIntyre, Miss McIntyre, Mr. W. P. Seath and Mr. J. Sloan.  
Per I.G.M. str. *Kleist*, due here 16th Nov.—Miss Jessie Greenwood, Miss E. M. Greenwood, Mr. Carl Ahrendt, Mr. and Mrs. Arthur Burton, Mrs. W. H. Forbes, Mrs. Mary C. A. Borham, Messrs. J. Huelooyen, F. F. L. Haelelooyen, L. King and W. W. M. and L. Dobrowohl, Mrs. M. Komlen and daughter.  
Per I.G.M. str. *Prins Ludovic*, due here 30th Nov.—Mr. and Mrs. Bellane, Miss A. W. Walton, Mr. B. Spangenberg, Miss M. Ferguson, Mrs. B. Layton, Mrs. L. Gottschalk, Mrs. L. A. Sexton, Mr. D. Main, Mr. and Mrs. A. Metzler, Mr. E. Scriver, Miss C. Coad, Miss G. Brawald, Miss F. C. Coren, Mr. and Mrs. E. B. Brawald, Mrs. F. W. Perkins, Mr. John Andrews, Mr. G. Zwanger, Mr. Decker, Mr. H. Muller and Mrs. Lauretzer.  
Per I.G.M. str. *Goebe*, due here 14th Dec.—Capt. B. Enochs, Commodore and Mrs. J. H. Bell, Mr. W. Bell, Miss M. F. Bell, Rev. and Mrs. W. S. Marquis, Mrs. K. Macgovern and child, Mrs. V. Lee Baker, Mr. V. Hoeyel, Miss Pryce, Mr. E. A. Long, Messrs. P. Young, G. Leuk, G. Kilpper and C. Bitter.  
Per I.G.M. str. *Buclos*, due here 23rd Dec.—Mr. Warnock, Mr. and Mrs. J. D. Bust, Dr. H. Schmidt, Mrs. Lee Baker, Mr. and Mrs. J. Ramirez, Misses M. Stephens, J. Schenberger, L. Leits and M. Nilderberger, Mr. P. Willer.  
Per I.G.M. str. *Dorflinger*, due here 11th Jan.—Hann and Mrs. B. Semor, Mr. P. Muller, S. Oppermann and Mr. L. Keller.

### COTTON TRADE OF CHINA.

#### NATIVE AND JAPANESE COMPETITION.

The following information is from a report by the British Commercial Attaché at Peking (Mr. W. P. Ker), on the foreign trade of China in 1909.

Considering that, in 1909, to a combination of low silver exchange and low value of the copper cash was added a third obstacle, the abnormal rise in the price of cotton, the total quantity of cotton goods imported might have been expected to be unusually low. In fact, however, owing to the stimulating effect of the flourishing export trade, the total value (in Haikwan taels) of the net imports of cotton goods in 1909, according to the customs returns, was greater than in any previous year except 1905 and 1906. The dissatisfaction expressed by importers is doubtless due to the unprofitable nature of their operations. Business throughout was of a hand-to-mouth character, but with the help of sacrifices at auctions, supplies of piece-goods were reduced to a level not unreasonably in excess of requirements. According to the returns of the Shanghai General Chamber of Commerce, the total stocks of piece-goods in Shanghai on the 31st December 1909, amounted to 6,842,995 pieces, against 7,997,302 pieces on 31st December 1908. The reduction effected was entirely in fancy cottons, the stocks of plain cottons having increased by 58,631 pieces, but the Shanghai bankers' books relating to advanced yarn show that the whole situation has very materially improved since 1907.

#### NATIVE COMPETITION.

A low exchange, of course, benefits native manufacturers, and the increased purchases of yarn, both foreign and native, during the year 1909, show that native looms took some advantage of the protection afforded them by high gold values. The innumerable cheap wooden hand looms in every village are said to be turning out improved work. These are supplemented to some extent by imported hand looms of Japanese make, but such figures as are available indicate that the imports of Japanese machines are not large, the extreme cheapness of the native hand loom rendering competition difficult. As regards cotton weaving with foreign machinery, there are now in China some 3,300 machine looms in operation and more cotton weaving mills are being started in various parts of the country, but the British manufacturer has yet no cause for serious concern on account of the competition thus indicated.

#### JAPANESE COMPETITION.

The following comparative table of the total imports of British, American, Indian and Japanese plain cottons—compiled from the customs figures for shirtings and shoppings, drills, jeans and T-cloths—during the last four years shows that British piece-goods are fairly holding their own.

Description	1907.	1908.	1909.
British	8,224,551	8,935,534	10,691,443
American	578,647	1,556,989	5,855,221
Japanese	840,401	926,302	1,336,297
Indian	67,905	141,312	133,855

The increase in the imports of Japanese piece-goods hardly affects British products, but Japanese heavy shirtings and drills compete severely with the American goods of the same class. This competition is chiefly felt in Manchuria, where Japanese shoppings and drills are gaining on American. The demand for imports in Manchuria, which is increasing as a natural

consequence of the flourishing condition of export in that part of the Empire, makes the conditions of international rivalry there a matter of anxious concern to foreign traders. Some British merchants are apt to believe that the benefits accruing from the development of imports in Manchuria will all go into Japanese pockets, and undoubtedly the Japanese traders, in virtue of numbers and of their adaptability, have a great advantage over Europeans in penetrating into the country. It may be assumed, however, that British goods are, on the whole, better than Japanese; and a more hopeful attitude in face of Japanese commercial astuteness and success may be justified by the reflection that already, in regard to many foreign commodities in China, tastes have been created by Japanese traders among native purchasers which have led to a demand for better qualities than satisfied these purchasers at first, and cheap and inferior goods of Japanese or other make have opened the way for the more solid and expensive British products.

India meets with an increasing competition from Japanese and Japanese yarn in its turn appears to be subjected to a still closer competition, especially in the north of China, from the products of the Shanghai mills. At the beginning of 1910 there were 782,242 spindles in China (including Hongkong), of which 407,718 belonging to 14 mills in Shanghai, 233,892 to 12 other mills in Kiangnan and Chekiang provinces, 90,000 to Hupoh Government mills at Wuchang, 25,000 to a mill in Chihli province, and 55,532 to a mill in Hongkong. The native yarn distributed by the Shanghai mills amounted to 24,900,000 lbs. in 1907, 56,400,000 lbs. in 1908, and 56,700,000 lbs. in 1909.

### ANCIENT JESUIT MANILA HISTORY.

The conversion of the nation forming a part of the old time exit from the walled city at the East Gate into an aqueduct calls to mind some ancient history in connection with it, and the probable existence either within it or in its vicinity of one of the ends of an immense tunnel that was built by the early Spaniards either for the purposes of a sewer or an underground passage whereby escape into the main fortress of San Diego, as it was then called, could be made in case of an attack by an enemy.

On the arrival of the Spaniards in 1570 to what is now Manila, there existed a rudely constructed palisaded fortress on the spot where Fort Santiago now stands. It was a low fort armed with Morra cannon twelve in number and manned by natives under the command of a European, said to have been a Portuguese. This fortress was captured by the Spaniards under Gudi and a goodly part of it destroyed. The following year it was reconstructed of whole and solid timber, the best available woods being used. Soon afterwards the present construction of stone was commenced, the plans for it being constructed by a Jesuit, Father Sodano, under whose direction the work was begun and continued.

What the original plan of the fortifications was is not known, as a considerable portion of it was underground, and only twice or three times has any part of the hidden portion been discovered.

In the early part of 1902, at a time when bubonic plague was rife the city, Colonel Greenough of the 7th Artillery, at that time commanding Fort Santiago, reported the discovery of a so-called secret chamber and passages in the walls and under the fort. The

discovery was made while every nook and corner of the old fortress was being cleaned out with an end to destroy all possible vehicles of infection. In one corner of the apex of the wall fronting the Puig river a large chamber was found, approximately 50' foot square. A stone spiral stairway leading down to below the level of the water was also discovered. When followed to its end it was found that it went some distance below the level of the river into a large tunnel terminating in a wooden doorway.

The most remarkable discovery, however, of a part of this underground fortification was made some years ago, during the latter part of Spanish rule, when the buildings of the Cuartel de Espana were in the course of erection. These barracks were constructed in 1890 by the government on a piece of land that had formerly been the property of the Jesuits, but which was confiscated to the Crown together with the church buildings thereon at the time the Jesuits were expelled from Spain and her colonies.

During the construction of the barracks a party of 80 Filipino convicts were employed in the excavation of a certain part of the interior for the purpose of constructing a cesspool. While making this excavation one of the workmen struck a solid obstruction with his pick. On investigation this solid matter proved to be a piece of Manzanilla stone. A block of elaborated stone of such a depth was an unexpected discovery, but little attention was paid to it until upon clearing away some more soil several similar stones were found lying side by side.

The curiosity of the superintendent in charge of the work was now aroused and the stone work was broken into. Upon opening up a portion of it, it was found to form an archway that had for the most part been filled in. An attempt was made to excavate the tunnel, but after going down into it for a depth of four meters the attempt was given up, and the cavity again filled in.

There was no telling, from the little investigation made, just what the tunnel had been constructed for. It was entirely of Manzanilla stone and at least twelve feet in width. The general belief at the time was that it was a part of the old time fortifications and that it led from Fort Santiago to the bastion at Red Cross.

Some years later a passage-way from the outer moat at the bastion was discovered, leading to the powder magazine until recently existing on Camp Wallace, next to the Luneta Police station. Judging from its size and form this tunnel had been built for a double purpose, that of allowing the passage of the water from the inner to the outer moat, and that of permitting the passage of persons from the outer defence to the bastion and from there into the underground tunnel that is believed to have been constructed the length of the Walled City and leading into Fort Santiago.

Connecting with this main tunnel there are supposed to exist underground passages from the big convents of the religious orders, and the fact that all these buildings lie along the route of the supposed tunnel lends color to that belief. Opposite the Delmonico formerly stood the church and convent of the Franciscans and, Recoletos stand on adjoining streets, those of the Augustinians right over the tunnel which is said to have had direct communication therewith through its massive crypts; the convent of the Augustinian nuns; the palace of the archbishop; the church and convent of the Dominicans; and the building of the university of Santa Tomas, and the convent of the nuns of Santa Clara.

### VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.			
LONDON & ANTWERP VIA SINGAPORE, &c.	NORE	Brit. str.	—	G. Phillips, R.N.R.	P. & O. S. N. Co.	On 19th inst., at 10 A.M.
LONDON, &c. VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 24th inst., at Noon
COPENHAGEN	TEAQUEBAR	Dan. str.	—	—	MELCHERS & Co.	On 27th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	PEKING	Swed. str.	—	—	—	On 25th Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELOARAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 3rd Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k. w.	Porcelius	HAMBURG-AMERIKA LINE	On 20th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FRED. LAETZ	Ger. str.	k. w.	Knaisel	HAMBURG-AMERIKA LINE	On 24th inst.
MARSEILLES HAMBURG & ANTWERP &c.	SENZAMBIA	Ger. str.	k. w.	Bekhorn	HAMBURG-AMERIKA LINE	On 18th Nov.
MARSEILLES, &c. VIA PORTS OF CALL.	ARMENIA	Ger. str.	k. w.	Rohde	HAMBURG-AMERIKA LINE	On 9th Nov.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ARMENIAN	Ger. str.	—	Sollie	MESSAGERIES MARITIMES	On 25th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HINDAU MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 26th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TANGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 9th Nov., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMIO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 23rd Nov., at D'light
MARSEILLES, HAVRE, & HAMBURG, &c.	SUEVIA	Ger. str.	k. w.	Kotzie	HAMBURG-AMERIKA LINE	On 30th Nov.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	P. E. FRIEDRICH	Ger. str.	—	F. Prosch	MELCHERS & Co.	On 19th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	Raioich	SANDER, WIELE & Co.	On 26th inst., at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	INDRAVELLI	Am. str.	—	—	SHEWAN, TOMES & Co.	On 22nd inst.
NEW YORK	LOTHIAN	Brit. str.	—	—	DODWELL & Co., LTD.	About 29th inst.
VICTORIA, B.C., VANCOUVER, & SEATTLE, &c.	KUMERIC	Brit. str.	—	G. B. McGill	DODWELL & Co., LTD.	On 20th inst.
VANCOUVER (DIRECT)	KUMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 20th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 29th inst., at 7 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGUE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 8th Nov., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	CHIKARA MARU	Jap. str.	—	I. Goto	OSAKA SHOSHEN KAISHA	On 2nd Nov., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	CHIKARA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 6th Nov., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 6th Nov., at Noon.
CALLAO, LIMA, &c. VIA JAPAN PORTS, &c.	BUYO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 22nd inst.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINCE WALDEMAR	Ger. str.	—	F. Iscke	MELCHERS & Co.	On 5th Nov., at D'light
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 25th Nov., at Noon.
YOKOHAMA & KOBE	PRINCE WALDEMAR	Ger. str.	—	F. Iscke	MELCHERS & Co.	About 18th inst.
YOKOHAMA	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 23rd inst.
Kobe & YOKOHAMA	KAI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 27th inst., at 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
JAPAN	YIFUKU MARU	Jap. str.	—	J. B. W. Damme & Jolink	JAPANESE-JAPAN LINE	Quick despatch.
SHANGHAI, MOJI & KOBE	CHITRHA	Brit. str.	—	F. Mooney	JAPANESE-JAPAN LINE	On 22nd inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	BINGO MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 25th inst.
SHANGHAI, KOBE YOKOHAMA & MOJI	JAPAN	Brit. str.	—	H. W. A. Clarke, R.N.R.	P. & O. S. N. Co.	About 18th inst.
SHANGHAI, KOBE & MOJI	PEKING	Swed. str.	—	—	OLAF WILK & Co., LTD.	To-morrow.
SHANGHAI, KOBE & YOKOHAMA	ARRATON APCAR	Brit. str.	—	W. D. A. Thomas	DAVID SASSOON & Co., LTD.	To-day, at Noon.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Aus. str.	—	Pavisch	SANDER, WIELE & Co.	Tomorrow, P.M.
SHANGHAI TSINGTAU, KOBE & YOKOHAMA	PRINCESS ALICE	Ger. str.	—	P. Grosch	MELCHERS & Co.	About 19th inst.
SHANGHAI	CHITRHA	Brit. str.	1 m.	A. Harris	BUTTERFIELD & SWIRE	On 23th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SENZAMBIA	Ger. str.	k. w.	Bekhorn	HAMBURG-AMERIKA LINE	On 21st inst.
SHANGHAI	ARCADIA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	About 21st inst.
SHANGHAI, KOBE & YOKOHAMA	TOKIN	Brit. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 24th inst., P.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	HUTSU MARU	Jap. str.	—	S. Yamane	OSAKA SHOSHEN KAISHA	On 5th inst., at 10 A.M.
SHANGHAI, KOBE & MOJI	FOOKANG	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	On 23th inst., at Noon.
SHANGHAI & YOKOHAMA	SUEVIA	Ger. str.	k. w.	Kotzie	HAMBURG-AMERIKA LINE	On 4th Nov.
SHANGHAI, YOKOHAMA & KOBE	CANTON	Swed. str.	—	—	OLAF WILK & Co., LTD.	On 11th Nov.
SHANGHAI	SIAM	Dan. str.	—	—	MELCHERS & Co.	On 6th Dec.
ANPING VIA SWATOW & AMOY	THIKINI	Dut. str.	—	H. Koops	JAVI-CHINA-JAPAN LINE	Quick despatch.
SWATOW, AMOY & FOOCHOW	SOSHU MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSHEN KAISHA	On 26th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	NINGPO	Brit. str.	1 m.	Bedy	BUTTERFIELD & SWIRE	To-morrow, at Daylight
SWATOW, AMOY & FOOCHOW	HAICHONG	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIK & Co.	To-morrow, at 11 A.M.
SWATOW	HAICHONG	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIK & Co.	On 19th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAICHONG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 21st inst., at 11 A.M.
SWATOW, CHEFOO & TIENSIN	KUICHOW	Brit. str.	1 m.	A. E. Hodgins	BUTTERFIELD & SWIRE	On 22nd inst.
MANILA	TAMING	Brit. str.	1 m.	Pennofther	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	YUNNANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., LD.	On 21st inst., at 4 P.M.
MANILA	RUBI	Brit. str.	—	R. Bodger	SHEWAN, TOMES & Co.	On 22nd inst., at Noon.
MANILA	TEAN	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., LD.	On 25th inst., at 4 P.M.
MANILA	ZAPIRO	Brit. str.	—	A. Fraser	SHEWAN TOMES & Co.	On 29th inst., at Noon.
MANILA	SUNGKIAN	Brit. str.	1 m.	H. A. Hards	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
KUDAT & SANDAKAN	BOHONG	Brit. str.	—	F. Sembl	MELCHERS & Co.	End of Oct.
BOMBAY	CEYLON MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 26th inst., P.M.
SINGAPORE, PENANG & CALCUTTA	GERONY APQAE	Brit. str.	—	S. H. Holson	DAVID SASSOON & Co., LTD.	On 19th inst., at Noon.
BATAVIA, CHEERON, SAMARANG, &c.	KUTANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD.	On 29th inst., at Noon.
	TRIMART	Dut. str.	—	Bouman	JAVI-CHINA-JAPAN LINE	Quick despatch.



## SHIPPING.

## ARRIVALS.

ANPENG, Chinese str., 16th Oct.—Canton.  
BRAND, Norwegian str., 15th Oct.—New York and Durban.  
15th Oct.—Samarang 5th October, Sugar and General—Asgard, Thoresen & Co.  
BUYO MARU, Jap. str., 15th Oct.—Yatsugunagi.  
16th October—Dairen 15th October, Coal—Mitsui Bussan Kaisha.  
CHINHUA, British str., 15th Oct.—General—Butterfield & Swire.  
16th Oct.—Shanghai 15th Oct., General—Butterfield & Swire.  
CHOWFA, German str., 15th Oct.—F. Schmitz, 16th Oct.—Bangkok via Kohnichang 3rd Oct., "Rice, Meal and Rosewood—Butterfield & Swire.  
FALLES OF NITH, British str., 15th Oct.—Wm. McKenzie, 16th Oct.—New York and Durban 4th Sept., Case oil—Standard Oil Co.  
HAICHING, British str., 15th Oct.—W. C. Passmore, 16th October—Fuzhou 15th October, General—Douglas, Leprieu & Co.  
HONGKONG, French str., 15th Oct.—A. R. Martz, 14 October—Haiphong 12th Oct., General—A. R. Martz.  
KAISERFRANZ JOSEPH I., Austrian-Hungarian cruiser, 4,000, Cicoli, 14th Oct.—Singapore 8th October.  
KALAN, British str., 15th Oct.—D. R. Davies, 16th Oct.—Novohwang and Chofoo 9th Oct., General—Butterfield & Swire.  
NORTHUMBRIA, British str., 15th Oct.—G. H. H. 14th Oct.—Rangoon, Rice—Mitsui Bussan Kaisha.  
PESKID, Swedish str., 15th Oct.—S. Eggert, 16th Oct.—Antwerp 4th Sept., General—Olof Weik & Co.  
PETCHABURI, German str., 15th Oct.—C. G. G. 14th Oct.—Bangkok and Hoihow 15th Oct., Rice, Meal, Wood—Butterfield & Swire.  
PRINZ WALDEMAR, German str., 15th Oct.—F. Isenke, 16th Oct.—Sydney 24th September, General—Melchers & Co.  
PROMETHEUS, British str., 15th Oct.—G. M. 15th Oct.—Shanghai 12th October, General—Butterfield & Swire.  
SIKH, British str., 15th Oct.—W. Atkinson, 16th Oct.—Middlebrough 18th, Glasgow 27th Aug. and Liverpool 3rd Sept., General—Dodwell & Co.  
YUNNAN, British str., 15th October—Canton.

## DEPARTURES.

15th October.  
AGAYE, British str., for Europe, &c.  
FAL, Norwegian str., for Novohwang.  
KUNAWAT, German str., for Bangkok.  
KUNAWAT, British str., for Singapore.  
LOKANG, British str., for Shanghai.  
MAURANG, British str., for Sandakan.  
NIPPON MARU, Jap. str., for San Francisco.  
SIGNAL, German str., for Hoihow.  
ZAFIRO, British str., for Manila.  
16th October.  
DAIJIN MARU, Japanese str., for Swatow.  
HAINAN, British str., for Swatow.  
HANGANG, British str., for Shanghai.  
INDRABATI, British str., for Singapore.  
LINAN, British str., for Shanghai.  
NARSHAN, British str., for Swatow.  
NORTHUMBRIA, British str., for Kobe.

## SHIPPING REPORTS.

The British str. Kalgan reports: Strong following wind and sea the whole passage.  
The British str. Sikh reports: Strong N.E. wind with heavy seas from Lat. 14 N. to port.  
The German str. Petchaburi reports: From Cape Varella N.E. Easterly wind, rain and heavy sea. From Hoihow, moderate weather, sea and strong current out of N.E.

## VESSELS IN DOCK.

September 26th.

TAIKOO DOCK.—Union.

## STEAMERS PASSED THE CANAL.

September 23rd—Kawachi Maru, Naniwa, Yokohama.  
27th—Benavon, Konang Si, Suva, 30th—Orestes, Princess Alice, Seneca, Tonkin.  
October 4th—Aki Maru, Braemar, Breconshire, Erzherzog Franz Ferdinand, Glenroy, Savonia.  
14th—Ceylon, Kintuck, 11th—Albion, Bencluch, Benmore, Konang Si, Lennox, Luetzow, Memnon, Nubia, Westphalia, Yangtze.  
14th—Benavon, Buclow, Dimes, Ernest Simon, Katochi, Kanagawa Maru, Kishima Maru, Miyazaki Maru, Spatia, Tenkai.

## ARRIVALS AT HONGKONG.

October 14th—Glenloch, Ville de la Ciotat.

## VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

## THE Steamship.

"GREGORY APCAR."

Captain S. H. Belson, will be despatched for the above Ports on WEDNESDAY, the 19th inst., at Noon.

For Freight or Passage, apply to—

DAVID SASSOON &amp; Co., Ltd., Agents.

Hongkong, 17th October, 1910. [1168]

## HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

"INDRAVELLI," SATURDAY, 22nd October.

For freight and further information apply to—

SHEWAN, TOMES &amp; Co., General Agents.

Hongkong, 13th October, 1910. [1130]

## REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "LOTHIAN" On or about 29th Oct.

For Freight and further information, apply to—

DODWELL &amp; Co., Ltd., Agents.

Hongkong, 14th October, 1910. [1172]

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA, VANCOUVER, B.C.  
& SEATTLE**  
VIA  
**SHANGHAI, MOJI, KOBE AND YOKOHAMA.**

Steamer.	Tons.	Captain.	To Sail on or About.
* KUMERIC	6,232	G. B. McGill	20th October.
ATYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.  
\* These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

**DODWELL & CO., LIMITED,**  
GENERAL AGENTS.  
QUEEN'S BUILDINGS.

Hongkong, 9th September, 1910.

**CANADIAN PACIFIC RAILWAY CO'S  
ROYAL MAIL STEAMSHIP LINE.  
"EMPERESS LINE."**

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 2 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPERESS OF CHINA" SAT., 29th Oct.	"ALLAN LINE" FRIDAY, 25th Nov.
"MONTEAGLE" TUESDAY, 8th Nov.	"EMPERESS OF BRITAIN" FRIDAY, 16th Dec.
"EMPERESS OF INDIA" SAT., 19th Nov.	"ALLEN LINE" FRIDAY, 13th Jan.
"EMPERESS OF JAPAN" SAT., 17th Dec.	"ALLAN LINE" FRIDAY, 10th Feb.
"EMPERESS OF CHINA" SAT., 14th Jan.	
"MONTEAGLE" WED., 25th Jan.	

"Emperess" Steamships leave HONGKONG at 7 A.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.  
Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.10  
Intermediate on Steamers) \$43 " " \$45.  
and 1st Class Railway " )  
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.  
R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of applications from Agents, Service of China and Japan Governments. Full particulars of applications from Agents, Service of China and Japan Governments. Full particulars of applications from Agents, Service of China and Japan Governments. Full particulars of applications from Agents, Service of China and Japan Governments.  
D. W. CRADDOCK, General Traffic Agent for China, Corner Polder Street and Fraya, opposite Blake Pier.

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**PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.**

## HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS  
FOR  
**MARSEILLES AND LONDON.**

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	DUE MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)	
Steamer	Tons	Steamer	Tons		
	1 P.M. SATURDAY			SATURDAY	
DELHI .....	8000	February 4	MANTUA .....11000	March 4	March 10
ARCADIA .....	7000	February 18	MALWA .....11000	March 18	March 24
ASSAYE .....	7500	March 4	MACEDONIA 10500	April 1	April 7
MARMORA .....	10500	March 18	(Through Steamer calling at Bombay)	April 15	April 21
DEVANHA ...	8000	April 1	MOLDAVIA .....10000	April 29	May 5
DELHI .....	8000	April 15	MONGOLIA .....10000	May 13	May 19
ASSAYE .....	7500	April 29	MOBEA .....11000	May 27	June 2
DELTA .....	6000	May 13	MOOLTAN .....10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):  
1st SALOON \$71.10 SINGLE \$106.14 RETURN.  
2nd " 48.8 " 72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (Non-Transit) STEAMERS WILL LEAVE FOR  
**LONDON**  
CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG		Due LONDON	
	Tonnage	about		about
• SUNDIA	4700	January	25	March
• NUBIA	5900	February	8	March
• SYRIA	6660	March	8	April
• NORE...	6700	March	22	May
• PALAWAN	4703	April	5	May
• BORNEO	4600	April	19	June
• SICILIA	6700	May	3	June
• SUMATRA	4600	May	31	July
	6700	June	14	July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.  
FARES TO LONDON (Including Surtax):  
1st SALOON \$55.00 SINGLE \$82.10 RETURN.  
2nd " 38.10 " 57.4

\* Carry 1st and 2nd Saloon Passengers.  
For further Particulars, apply to—

**E. A. HEWETT,**  
SUPERINTENDENT.

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**NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.**

FOR	STEAMERS	TONS	TO SAIL
YOKOHAMA & KOBE	"PRINZ WALDEMAR,"	6,100	About 18th October.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ EITEL FRIEDRICH,"	16,000	Wed., 19th Oct., at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"PRINCESS ALICE,"	20,300	About 19th Oct.
KUDAT and SANDAKAN	"BORNEO,"	5,050	End of October.
MANILA, YAP, MARONI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR,"	6,100	Saturday, 5th Nov., at Daylight

(All the Steamers on the European Line are fitted with Wireless Telegraphy New System of Telefunken.)  
For further Particulars, apply to

**NORDDEUTSCHER LLOYD,  
MELOHRS & Co.,  
GENERAL AGENTS HONGKONG & CHINA.**

Hongkong, 17th October, 1910.

## PASSENGER SEASON 1911.

## IN 25 DAYS TO ITALY

BY THE

## MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.

"PRINCESS ALICE" -	20,300	ON MARCH 22ND.
Capt. P. Grosch.		
"LUETZOW" -	17,300	ON APRIL 5TH.
Capt. -		
"KLEIST" -	17,000	ON APRIL 19TH.
Capt. O. Pahnke.		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

\* Fitted with Wireless Telegraphy.  
Early booking recommended.  
For Particulars, apply to

**MELOHRS & Co.,  
GENERAL AGENTS.**

Hongkong, 15th September, 1910. [1062]

**SWEDISH EAST ASIATIC  
CO., LTD.  
GOTHENBURG.**

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION.	STEAMERS.	DATE OF SAILINGS.
SHANGHAI, KOBE, YOKOHAMA & MOJI	"PEKING"	On 18th October.
SHANGHAI & YOKOHAMA	"CANTON"	On 11th November.
COPENHAGEN	"PEKING"	On 25th November.

For Freight and Further Particulars, apply to  
**LOF WIK & CO., CHINA AGENCIES, AKTIEBOLAG.**  
Hongkong, 13th October, 1910. [1085]

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA  
SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TONKIN"	On 24th Oct., P.M.
MARSEILLES VIA PORTS	"OCEANIE"	On 25th Oct., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS"	On 7th Nov., P.M.
MARSEILLES VIA PORTS	"DUMBEA"	On 8th Nov., 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Davao; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

**P. THOMAS, AGENT,**  
Queen's Building.

Hongkong, 12th October, 1910.

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**SHIPBUILDERS, SALVOES AND REPAIRERS, BOILERMAKERS, FORGEMASTERS,  
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND  
MECHANICAL ENGINEERS.**

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Locomotives, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work  
Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works  
50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS AND METAL SPECIMENS.  
GRAVING DOCK 78' x 88' x 34' 6"  
Pumps empty Dock in 2 1/2 hours.  
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.  
100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD  
CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.  
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.  
ENQUIRIES INVITED BY THE MANAGERS AND AGENTS,  
**BUTTERFIELD & SWIRE,**  
HONGKONG, CHINA AND JAPAN.

TAIKOO DOCKYARD & ENGINEERING CO.  
OF HONGKONG, LIMITED.  
TAIKOO DOCKYARD, HONGKONG.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

ENQUIRIES INVITED BY THE MANAGERS AND AGENTS,

**BUTTERFIELD & SWIRE,**  
HONGKONG, CHINA AND JAPAN.

## VESSELS ON THE BERTH

FOR SHANGHAI, KOBE AND MOJI.

## THE Steamship

"AERATOON APCAR."  
Captain W. D. A. Thomas, will be despatched for the above Ports TO-DAY, the 17th inst., at Noon.  
This Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

## RETURN TOURS TO JAPAN.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.  
Fare for round trip, \$120.

For Freight or Passage, apply to  
**DAVID SASSOON & Co., Ltd.,  
Agents.**  
Hongkong, 12th October, 1910. [1167]



**AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY**

STEAM TO SHANGHAI, YOKOHAMA  
AND KOBE.

## THE Company's Steamship

"CHINA"  
Captain Pavianich, will leave for the above places TO-MORROW, the 18th inst., P.M.  
This Steamer has capital accommodation for passengers. Electric light, carries a doctor and stewards.

For Freight or Passage, apply to  
**SANDER, WIELER & Co.,  
Agents,  
Princess Building.**  
Hongkong, 12th October, 1910. [3]

**CANADIAN  
PACIFIC  
RAILWAY CO.**

FOR VANCOUVER.

## THE Steamship

"KUMERIC."  
FROM HONGKONG,  
ON THURSDAY, THE 20TH OCTOBER,  
FOR VANCOUVER DIRECT.

To be followed by  
ATYMERIC ... 20th Nov.  
SUVERIC ... 15th Dec.  
OCEANO ... 17th Jan. 1911.  
KUMERIC ... 9th Feb. "

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United States and to the West Indies.  
For further information regarding rates of freight, etc., apply to

**CANADIAN PACIFIC RAILWAY CO.,  
Hongkong.**  
Hongkong, 14th October, 1910 [1171]



**AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.**

STEAM FOR  
TRIESTE (DIRECT),  
Calling at SINGAPORE, PENANG,  
CALCUTTA, COLOMBO, ADEN,  
SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRASSI, to SOUTH AFRICA, FRYBURG, GULF, RED SEA, BLACK SEA, LEVANT, VERON, and ADELIAT PORTS).  
THE Company's Steamship

"AUSTRIA,"  
Captain Reich, will be despatched as above on  
**WEDNESDAY, 26TH OCT., P.M.**

This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.  
For information as to Passage and Freight apply to

**SANDER, WIELER & Co.,  
Agents,  
Princess Building.**

Hongkong, 1st October, 1910. [3]



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	JAPAN	About 18th Oct.	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NOBE	10 A.M. 19th Oct.	Freight and Passage.
SHANGHAI	ARCADIA	About 21st Oct.	Freight and Passage.
LONDON via USUAL PORTS	DEVANHA	Noon, 29th Oct.	See Special of Call.

For Further Particulars, apply to  
E. HEWETT, Superintendent  
Hongkong, 17th October, 1910

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SWATOW & AMOY	"NINGPO"	On 18th Oct., 4 P.M.
MANILA	"TAMING"	On 18th Oct., 4 P.M.
SHANGHAI	"CHINHUA"	On 20th Oct., 3 P.M.
SWATOW, CHEFOO & TIENTSIN	"KUEIKOW"	On 22nd Oct., 4 P.M.
ILOLO & CEBU	"SUNGKIANG"	On 25th Oct., 4 P.M.
MANILA	"TEAN"	On 25th Oct., 4 P.M.

**DIRECT SAILINGS TO WEST RIVER, Twice Weekly.**  
S.S. "LINAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

**FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN")** with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—  
HONGKONG, 17th October, 1910

BUTTERFIELD & SWIRE, AGENTS. 10

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Friday, 21st Oct., 4 P.M.
TIENTSIN	"CHIPSING"	Saturday, 22nd Oct., Noon
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 28th Oct., Noon
MANILA	"LOONGSANG"	Friday, 28th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 29th Oct., Noon

**RETURN TOURS TO JAPAN.**  
OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NANGSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS  
Hongkong, 17th October, 1910.

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI

# RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG &amp; VLADIVOSTOCK

# PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 27th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For further Particulars apply to  
HONGKONG, 11th October 1910

MELCHERS & CO., AGENTS. 15

# DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

# SWATOW, AMOY AND FOOCHEW AND RETURN.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 18th Oct., at 11 A.M.
"HAIYAN"	Capt. J. W. Evans	FRIDAY, 21st Oct., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 25th Oct., at 11 A.M.

For **SWATOW** AND RETURN.  
(Occupying 3 Days).

"HAIYUN" ... Capt. A. H. Stewart ... WED'DAY, 19th Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—  
DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.  
Hongkong, 15th October 1910.

# HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

# NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. SENEGAMBIA ... 21st Oct.	S.S. C. FRED. LARSEN 24th Oct.
S.S. SUBVIA ... 4th Nov.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. WESTPHALIA ... 17th Nov.	S.S. BELGRAVIA ... 3rd Nov.
S.S. ARABIA ... 18th Nov.	FOR MARSEILLES, HAMBURG & ANTWERP:
S.S. SCANDIA ... 1st Dec.	S.S. ARMENIA ... 9th Nov.
S.S. BRISGAVIA ... 16th Dec.	FOR HAVRE & HAMBURG:
S.S. SLAVONIA ... 30th Dec.	S.S. SENEGAMBIA ... 18th Nov.
	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. SILVIA ... 20th Nov.
	MARSEILLES, HAVRE & HAMBURG:
	S.S. SUBVIA ... 30th Nov.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 14th October 1910.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIMAH	JAPAN	Second half of Oct.	JAVA	Second half of Oct.
TJIBODAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILATJAP	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJILIWONG	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
JAVA-CHINA-JAPAN LIJN.  
Yok Buildings, 1st Floor.  
Hongkong, 12th October, 1910.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.  
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 2nd Nov., at Noon
	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 30th Nov., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Pearls. Special attention given towards Express connection.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 26th Oct., at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOOCHEW	"BUJUN MARU" Capt. S. YAMANE	THURSDAY, 27th Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisshin Kisen Kaisha's Steamers at Shanghai, for The NANKING EXPOSITION.

# HONGKONG-NANKING, RETURN.

1st CLASS. 2nd CLASS. 3rd CLASS.  
\$73.00 \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "KOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

7081

S. HIROI,  
MANAGER

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.  
OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.  
Head Office for the Far East: 15, DES VŒUX ROAD, HONGKONG.  
Japan Office: 32, WATER STREET, YOKOHAMA.

# O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

# ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 &amp; 57, DES VŒUX ROAD.

1537

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).  
1910.

S.S. BUYO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	1,200 "	About Mid. Feb., 1911

For particulars apply to

N. YAMADA, Acting Manager.  
TOYO KISEN KAISHA, King's Building.

Hongkong 1st September, 1910.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	HIRANO MARU Capt. H. Fraser	9,000	WED'DAY, 26th Oct., at Daylight
	TANGO MARU Capt. A. Christianson	8,000	WED'DAY, 9th Nov., at Daylight
	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 23rd Nov., at Daylight
VICTORIA, B.C. & SEATTLE	SADO MARU Capt. S. Horiuchi	7,000	SATURDAY, 5th Nov., from KOBE
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, HAMA	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 6th Nov., at Noon
	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 6th Dec., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 25th Oct., at Noon
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 25th Nov., at Noon
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WED'DAY, 26th Oct., at Noon
SHANGHAI, MOJI and KOBE	BINGO MARU Capt. S. J. G. Parsons	8,000	MONDAY, 17th Oct., P.M.
YOKOHAMA	KAWACHI MARU Capt. H. Petersen	7,000	SUNDAY, 23rd October
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Fred. Pyne	6,000	WED'DAY, 26th Oct., P.M.
KOBE and YOKOHAMA	AKI MARU Capt. K. Homma	7,000	THURSDAY, 27th Oct., at 5 P.M.

Fitted with New System of Wireless Telegraphy. \* Cargo only. \* Carries Deck Passengers.

# PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer
KITANO	9000	1st Mar.	1st Class S Y. 550.00
IYO	7000	15th "	" " " 2nd Class S 825.00
HIRANO	9000	29th "	" " " 2nd Class S 825.00
TANGO	9000	12th April	" " " old str. 1st Class S 500.00
KAMO	9000	26th "	" " " 2nd Class S 750.00
AKI	7000	10th May	" " " 2nd Class S 330.00
MISHIMA	9000	24th "	" " " 2nd Class S 495.00

# VICTORIA, B.C. & SEATTLE, WASH., U.S.A.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To Pacific Coast Common Points:
INABA	7000	28th Mar.	1st Class S \$230
TAMBA	7000	25th April	2nd Class S \$21
AWA	7000	23rd May	To London via New York:
			1st Class S \$260
			via St. Lawrence:
			1st Class S \$259

For further information as to Freight, Passage, Sailings, &c., apply at  
T. KUSUMOTO, MANAGER. 13-125  
Hongkong, 7th September, 1910.

# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
BUBI	2540	B. Rodger	Manila	On 22nd Oct., Noon.
ZAFIRO	2540	A. Fraser	Manila	On 29th Oct., Noon.

For Freight or Passage apply to  
HONGKONG, 9th October, 1910

SHIENWAN, TOMES & Co., General Managers. 12



